

C. 498

23 405



COLONIAL REPORTS

Falkland Islands 1954 and 1955

LONDON

HER MAJESTY'S STATIONERY OFFICE

FIVE SHILLINGS NET

90/1/8

Crown copyright reserved

COLONIAL OFFICE

FALKLAND ISLANDS
AND DEPENDENCIES

Report for the years
1954 and 1955

LONDON

HER MAJESTY'S STATIONERY OFFICE

1956

CONTENTS

The Colony

PART I

General Review of 1954 and 1955	page 5
---	--------

PART II

<i>Chapter</i> 1	Population	8
2	Occupations, Wages and Labour Organisation .	8
3	Public Finance and Taxation	12
4	Banking and Currency	17
5	Commerce	18
6	Production	20
7	Social Services	22
8	Legislation	30
9	Justice, Police and Prisons	30
10	Public Utilities and Public Works	33
11	Communications	34
12	Press, Broadcasting and Films	36
13	Local Forces	37
14	General	38

PART III

<i>Chapter</i> 1	Geography and Climate.	40
2	History	41
3	Administration	47
4	Weights and Measures	47
5	Reading List	47

CONTENTS

Dependencies

PART I

General Review of 1954 and 1955 . . .	page 49
---------------------------------------	---------


PART II

<i>Chapter</i> 1	Population	50
2	Occupations, Wages and Labour Organisation .	50
3	Public Finance and Taxation	50
4	Banking and Currency	51
5	Commerce	51
6	Production	53
7	Social Services	54
8	Legislation	55
9	Justice, Police and Prisons	55
10	Public Utilities	55
11	Communications and Transport	55
12	Meteorological Service	56
13	Falkland Islands Dependencies Survey . . .	58

PART III

<i>Chapter</i> 1	Geography	66
2	History	67
3	Administration	68
4	Weights and Measures	68
5	Reading List	68

Maps will be found facing the last page



Digitized by the Internet Archive
in 2019 with funding from
Wellcome Library

<https://archive.org/details/b31411708>

THE COLONY

General Review of 1954 and 1955

HIS Excellency O. R. Arthur, formerly Colonial Secretary, Bermuda, arrived in April 1954 to assume duty as Governor and Commander-in-Chief in succession to Sir Miles Clifford, who retired from the Oversea Civil Service.

The year 1954 saw the completion of a successful tuberculosis survey of virtually the entire population of the Islands; 93·3 per cent of the population was examined. Patients were treated in the renovated T.B. wing of the old hospital with the modern drugs which have done so much to overcome this disease in other parts of the world. In Stanley 99 per cent of the school children were examined and B.C.G. vaccinations of the majority of reactors were carried out. This survey and treatment should result in a substantial decrease in the incidence of the disease, the death rate from which during the last 10 years was approximately four times that of the United Kingdom.

New broadcasting equipment was installed in 1954 and a marked improvement was immediately apparent in transmission and reception.

The Falkland Islands Freezer Company Limited obtained only poor results in 1954 and as there was little prospect of success in 1955, the Company ceased to operate. A Receiver was appointed in September 1955 by the Supreme Court to dispose of the assets of the Company.

The new Infants' School, financed very largely from Colonial Development and Welfare funds, was opened by His Excellency the Governor on the 12th June 1955. This modern and well-equipped school is a marked asset to education in the Colony.

The new boarding school at Darwin was completed in 1955. The Falkland Islands Company Limited, to mark their centenary, made a generous gift of £20,000 towards the cost of the school. The Government contributed the next £10,000 and the Company and Government will, between them, meet all costs in excess of £30,000. The school, which is to be staffed and equipped at Government expense, will mark a new era in education in the Camp (the country outside the capital).

Ordinary revenue during the financial year 1953-54 amounted to £231,547, approximately £4,000 more than the approved estimate. During 1954-55, ordinary revenue at £262,153 exceeded the approved estimate by £8,000. Ordinary expenditure in 1953-54 was £162,775, being more than the approved estimate by approximately £5,000. In 1954-55, ordinary expenditure at £218,877 exceeded the approved estimate by £48,000.

Good progress was maintained in the various schemes financed partly or in whole by Colonial Development and Welfare funds. The scheme for camp education assisted materially in providing educational facilities for the children living in isolated areas.

The new power station was completed in 1955 with the building of two oil storage tanks. Work on the jetties was also completed.

The following table shows Colonial Development and Welfare schemes initiated or in progress during the period under review, with their appropriate numbers and titles and the amount spent on each scheme both from Colonial Development and Welfare and local funds.

Colonial Development and Welfare Schemes

Heads	Scheme No.	1953-54		1954-55		Total Expenditure for the year 1953-54 and 1954-55 Colony C.D.W.		
		Colony Expenditure	C.D.W. Expenditure	Colony Expenditure	C.D.W. Expenditure			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	s. d.	£ s. d.
Camp Education* .	D.970	—	1,435 1 10	—	1,085 18 4	—	—	2,521 0 2
Infant School* .	D.1072	3,645 2 11	1,345 4 0	3,000 1 1	—	6,645 4 0	4 0	1,345 4 0
Power Station* .	D.1130	—	1,248 0 6	2,533 11 3	1,822 4 0	2,533 11 3	3	3,070 4 6
Jetties* .	D.1772	—	1,157 5 1	—	1,519 3 10	—	—	2,676 8 11
Stanley Water Supply† .	D.2325	—	—	—	390 8 4	—	—	390 8 4
		3,645 2 11	5,185 11 5	5,533 12 4	4,817 14 6	9,178 15 3	3	10,003 5 11

* In progress.

† Initiated.

PART II

Chapter 1: Population

At the census taken on the 28th March 1953 the population of the Colony was 2,230, made up as follows :

	<i>Males</i>	<i>Females</i>	<i>Total</i>
Stanley	557	578	1,135
Other Districts, East Falklands	410	232	642
West Falklands	279	174	453
Totals	1,246	984	2,230

The total population at previous censuses was:

1921	2,094
1931	2,392
1946	2,239

The population is entirely white and has been derived to a large extent from the United Kingdom, though there are several Scandinavian strains. On the 31st December 1955 the population numbered 2,249 (2,212)* of whom 1,260 (1,229) were males and 989 (983) females. The density of the population is approximately one person to every two square miles. About half the inhabitants live in Stanley while the rest are divided, more or less equally, between the East and West Falklands. The number of births registered in 1955 was 48 (49) of which 28 (24) were male and 20 (25) female children. During the year there were 18 (26) marriages and 22 (20) deaths of which 3 (0) were infants under two years of age. Three hundred and nine (200) persons arrived in the Colony and 298 (237) left. The total population has decreased over the last twenty years by about 5 per cent though the population of Stanley shows a slight increase.

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE principal industry, sheep farming, employs approximately 500 men. Labour in Stanley is mainly at the disposal of the Government and the Falkland Islands Company Limited. The former employed an average of 60 men on hourly wages during 1955 and the latter employed 72; 23 workmen from Germany were employed on the new Stanley roads and water filtration projects. The Public Works Department employed a few artisans engaged under contract from the United

* Figures for 1954 are in brackets.

Kingdom. Several farm managers also found it necessary to import labour from the United Kingdom to work as shepherds and navvies in the Camp. Four Chilean navvies were engaged in 1955 to work on one farm.

There was a general shortage of labour in the Colony and, consequently, no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

During 1954 and the first part of 1955 unskilled labourers were paid at the rate of 1s. 8d. per hour and skilled labourers and artisans received 1s. 9d. and 2s. 1d. per hour respectively. In addition a cost of living bonus of 7d., and later 8d., per hour was paid. As from the 1st August 1955, this bonus was consolidated with the basic wage and artisans were paid an additional 2d. per hour.

Wages at the close of 1955 were:

£5 5s. 0d. per week for unskilled labourers

£5 8s. 9d. and £6 11s. 3d. per week for skilled labourers and artisans respectively.

A five and a half day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays of which there are eight each year. Hourly workers were granted a paid holiday of one week annually. There was no night work except in essential services.

The Camp

In the Camp, general labourers, termed navvies, received £11 per month on the West Falklands and £10 10s. 0d. per month on the East Falklands. Shepherds received £12 10s. 0d. and £12 per month respectively. The Camp monthly cost of living bonus remained at £8 2s. 6d. throughout the two years. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to enhance their earnings by engaging in contract work such as fencing and peat cutting. All Camp employees were paid monthly. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp were given 15 days holiday annually, which included the eight public holidays.

COST OF LIVING

MUTTON is the staple meat; the supply of fresh fish, fowls, pork and beef is irregular. The wild Upland Goose is eaten at all seasons and gives some variety to a restricted diet. Locally grown vegetables are not easily obtained and the majority of householders grow their own.

There is one hotel and a few boarding houses in Stanley which offer varying degrees of comfort at terms ranging from 35s. to 70s. per week. Several householders are also willing to take one or two paying guests. Rents for furnished houses vary from £4 to £6 10s. 0d. a month.

The cost of living rose during the first half of 1954, necessitating an increase of 1*d.* per hour in the cost of living bonus, but thereafter steadied and remained unchanged up to the end of 1955.

	1954	1955
Bread	1 <i>s.</i> 2 <i>d.</i> per 2-lb. loaf	1 <i>s.</i> 0 <i>d.</i> per 2-lb. loaf
Butter (imported)	4 <i>s.</i> 0 <i>d.</i> per lb.	2 <i>s.</i> 4 <i>d.</i> per lb.
Margarine	2 <i>s.</i> 1 <i>d.</i> per lb.	2 <i>s.</i> 1 <i>d.</i> per lb.
Coffee	8 <i>s.</i> 5 <i>d.</i> per lb.	3 <i>s.</i> 11 <i>d.</i> per lb.
Tea	7 <i>s.</i> 1 <i>d.</i> per lb.	8 <i>s.</i> 7 <i>d.</i> per lb.
Eggs	4 <i>s.</i> 0 <i>d.</i> per doz.	4 <i>s.</i> 0 <i>d.</i> per doz.
Flour	5½ <i>d.</i> per lb.	5½ <i>d.</i> per lb.
Meat :		
Beef	5 <i>d.</i> per lb.	5 <i>d.</i> per lb.
Mutton	4½ <i>d.</i> per lb.	4½ <i>d.</i> per lb.
Pork	2 <i>s.</i> 6 <i>d.</i> per lb.	2 <i>s.</i> 6 <i>d.</i> per lb.
Ham	8 <i>s.</i> 4 <i>d.</i> per lb.	6 <i>s.</i> 0 <i>d.</i> per lb.
Bacon	4 <i>s.</i> 8 <i>d.</i> per lb.	2 <i>s.</i> 0 <i>d.</i> per lb.
Milk	6 <i>d.</i> per pint	6 <i>d.</i> per pint
Jam	2 <i>s.</i> 8 <i>d.</i> –3 <i>s.</i> 5 <i>d.</i> per 2-lb.	2 <i>s.</i> 7 <i>d.</i> –4 <i>s.</i> 2 <i>d.</i> per 2-lb.
Sugar	8 <i>d.</i> per lb.	9 <i>d.</i> per lb.
Vegetables :		
Onions (imported)	6½ <i>d.</i> per lb.	4 <i>d.</i> per lb.
Potatoes (imported)	5½ <i>d.</i> per lb.	5 <i>d.</i> per lb.
Dried Fruit :		
Sultanas	1 <i>s.</i> 10 <i>d.</i> per lb.	1 <i>s.</i> 11 <i>d.</i> per lb.
Currants	1 <i>s.</i> 10 <i>d.</i> per lb.	2 <i>s.</i> 0 <i>d.</i> per lb.
Raisins	1 <i>s.</i> 10 <i>d.</i> per lb.	1 <i>s.</i> 10 <i>d.</i> per lb.
Quaker Oats	2 <i>s.</i> 9 <i>d.</i> per pkt.	1 <i>s.</i> 5 <i>d.</i> per small pkt.
Cereals	1 <i>s.</i> 9 <i>d.</i> –2 <i>s.</i> 9 <i>d.</i> per pkt.	1 <i>s.</i> 3 <i>d.</i> –2 <i>s.</i> 10 <i>d.</i> per pkt.
Cigarettes	7 <i>s.</i> 4 <i>d.</i> –9 <i>s.</i> 0 <i>d.</i> per 100	7 <i>s.</i> 4 <i>d.</i> –10 <i>s.</i> 10 <i>d.</i> per 100
Tobacco	23 <i>s.</i> 8 <i>d.</i> –29 <i>s.</i> 8 <i>d.</i> per lb.	23 <i>s.</i> 8 <i>d.</i> –28 <i>s.</i> 4 <i>d.</i> per lb.
Alcohol :		
Whisky	22 <i>s.</i> 11 <i>d.</i> –24 <i>s.</i> 9 <i>d.</i> per bot.	22 <i>s.</i> 11 <i>d.</i> –29 <i>s.</i> 5 <i>d.</i> per bot.
Brandy	22 <i>s.</i> 1 <i>d.</i> –31 <i>s.</i> 2 <i>d.</i> per bot.	22 <i>s.</i> 1 <i>d.</i> –31 <i>s.</i> 2 <i>d.</i> per bot.
Gin	19 <i>s.</i> 3 <i>d.</i> –19 <i>s.</i> 7 <i>d.</i> per bot.	19 <i>s.</i> 7 <i>d.</i> –19 <i>s.</i> 8 <i>d.</i> per bot.
Beer	17 <i>s.</i> 5 <i>d.</i> –19 <i>s.</i> 7 <i>d.</i> per doz. small bots.	18 <i>s.</i> 5 <i>d.</i> –22 <i>s.</i> 0 <i>d.</i> per doz. small bots.
Paraffin	3 <i>s.</i> 9 <i>d.</i> per gal.	3 <i>s.</i> 9 <i>d.</i> per gal.
Petrol	4 <i>s.</i> 7 <i>d.</i> per gal.	4 <i>s.</i> 6 <i>d.</i> per gal.
Electricity	3 <i>d.</i> per unit (plus flat quarterly rate of £1)	3 <i>d.</i> per unit (plus flat quarterly rate of £1)

An important item in the domestic economy is peat, the only fuel generally available, which is sold by the cart load. A lorry-load (three cart loads) costs from 30s. to 35s. and a year's supply averages 15 to 40 loads, according to the size of the house, the number of fires and the quality of the peat. The majority of the local inhabitants cut and stack their own peat and have only the expense of carting it from the peat-bank. These banks are moving further from Stanley as the years go by, and in the Camp some settlements have had difficulty in obtaining a good supply. A certain amount of the Stanley supply is obtained by means of mechanical peat-winning machinery.

LABOUR DEPARTMENT

THERE is no Labour Department in the Colony.

LABOUR RELATIONS

THERE were two trade unions, the Falkland Islands Labour Federation (general) and the Union of Carpenters and Shipwrights. The former had 550 paid up members with a full-time Secretary, and the latter 15.

The Labour Federation met annually with the Sheepowners' Association for drawing up the agreement between employers and workers in the Camp. Both meetings were held in a friendly atmosphere. There were no trade disputes and no man-days lost.

A Civil Servants' Association was formed in August 1948 to improve the conditions of service of locally recruited civil servants. Steps have been taken to extend its activities by including all civil servants paid from Personal Emoluments and to affiliate with the Colonial Civil Servants' Association in the United Kingdom. A representative council will be elected to look after the interests of all Government servants.

No labour legislation was enacted.

SAFETY, HEALTH AND WELFARE

THERE are no factories or industries in the Colony, other than sheep farming, and consequently no legislation dealing with safety, health and welfare in work places was enacted. Accidents at work come within the provisions of the Workmen's Compensation Ordinance, which provides for the payment of compensation to workmen for injuries suffered in the course of their employment and was enacted in 1937. There is no legislation or other provision for unemployment.

INDUSTRIAL TRAINING

A number of apprentices received training in the following departments of Government: Public Works (carpenters), Posts and Telegraphs (W/T operators), Power and Electrical (electrical engineering), Medical (dental mechanic), and Printing.

The Falkland Islands Company Limited also had a number of apprentices in training. During 1955 it was decided that an Apprenticeship Board should be established.

Chapter 3: Public Finance and Taxation

REVENUE AND EXPENDITURE

TOTAL revenue for 1954–55 amounted to £268,194 and expenditure to £286,332.

Revenue and expenditure during the last three financial years were as follows:

Year	Revenue		Expenditure	
	Ordinary	Total	Ordinary	Total
	£	£	£	£
1952–53	377,836	397,759	168,245	289,661
1953–54	231,547	241,741	162,775	221,931
1954–55	262,153	268,194	218,877	286,332

The Colony's financial year was from the 1st April to the 31st March.

The main heads of revenue and expenditure were as follows:

	Revenue (£)		
	1952–53	1953–54	1954–55
Customs	53,162	51,758	79,233
Dependencies contribution to cost of Central Administration	10,000	10,000	10,000
Internal Revenue	247,719	106,698	107,119
Interest	12,582	15,242	15,602
Posts and Telegraphs	30,731	18,289	15,585

	Expenditure (£)		
	1952–53	1953–54	1954–55
Governor	3,629	4,115	4,952
Agriculture	3,103	2,955	2,837
Customs	11,213	1,612	1,518
Education	8,350	9,240	13,104
Harbour and Aviation	20,237	17,866	20,963
Medical	12,806	17,727	27,026
Pensions	5,566	8,712	6,511
Police and Prisons	3,132	3,183	3,597
Posts and Telegraphs	19,459	20,826	22,317
Public Works Department	18,391	14,132	26,897
Public Works Recurrent	22,926	19,458	33,447
Secretariat and Treasury	12,225	11,768	12,710
Extraordinary Expenditure	104,657	54,275	70,302

There is no public debt. Assets and liabilities are shown on pages 13 and 14.

Liabilities			Assets		
£	s.	d.	£	s.	d.
DEPOSITS :			CASH BALANCES :		
Savings Bank Fund	859,038	19 4	Treasury	32,431	10 8
Intestate Estates	291	0 0	Crown Agents	664	11 4
Provident Fund	19,282	15 2	Joint Colonial Fund	110,000	0 0
Postal Monies	8,040	19 1	South Georgia	28	6 0
Note Security Fund	99,505	5 9			
Miscellaneous	9,018	3 4			
					143,124 8 0
Reserve Fund					
Marine Renewals Fund			Surplus Funds	135,157	7 10
Workmen's Compensation Fund			Reserve Fund	242,863	3 9
Power Station Renewals Fund			Note Security Fund	40,173	14 8
Remittances			Workmen's Compensation Fund	2,846	8 8
Old Age Pensions Equalization Fund			Provident Fund	22,852	9 11
Aviation Renewals Fund			Savings Bank Fund	819,387	15 4
Surplus of Assets over Liabilities :			Land Sales Fund	265,283	14 5
Land Sales Fund	269,154	6 0	Power Station Renewals Fund	6,753	5 8
General Revenue Balance A/c.	222,004	14 6	Marine Renewals Fund	7,999	16 6
			Old Age Pensions Fund	18,911	6 8
			Aviation Renewals Fund	4,068	6 0
					1,566,297 9 5
GENERAL REVENUE BALANCE ACCOUNT			Farm and Building Loans		40 5 8
Balance on 1/4/53	192,108	10 2	Advances		59,377 5 9
Surplus on 31/3/54	19,810	10 9	Remittances		16,623 4 3
Appreciation of Investments 1953/54	10,085	13 7			
	222,004	14 6			
					£1,785,462 13 1

The above Statement does not include :

(a) Interest free loan to H.M. Government amounting to £2,198 12s. 0d.

(b) A sum of £2,004 17s. 9d. due by H.M. Government in respect of under issues on the following C. D. & W. Schemes.

D970 £1,436 17 9
D1072 568 0 0

£2,004 17 9

TAXATION

THE main heads of taxation were customs duties and income tax.

Customs Tariff

Import duties were payable at the following rates :

Wines: General, 6s. 6d. per gallon in bulk.

Empire, 4s. 6d. per gallon in bulk.

General, 14s. 3d. per dozen quart bottles.

Empire, 9s. 9d. per dozen.

Spirits: 52s. per gallon, with the exception of rum which was taxed at 36s. per gallon.

Malt Liquors: 1s. per gallon in cask, 1s. per dozen pint bottles.

Tobacco: 6s. per lb.

Cigarettes: 10s. per lb.

Matches: General, 10s. per gross boxes; British, 5s per gross.

Export duties during 1954–55 were payable at the following rates:

Wool—*Ad Valorem* duty: 2d. per lb. for 1954–55 clip.

Tallow, hides and skins: 2½ per cent of selling price.

Whale and seal oil: 6d. per barrel of 40 gallons for each £5 of the average market price per ton of first grade oil.

Other Whale and seal products: 6d. per 100 lbs.

Revenue from customs duties was:

<i>Imports</i>	1953–54	1954–55
	£	£
Wines	269	637
Spirits	10,448	21,609
Malt Liquors	467	606
Tobacco and Cigarettes	3,270	8,405
Matches	69	201
<i>Exports</i>		
Wool	36,632	45,655
Tallow	1	18
Hides and Skins	602	2,102

Income Tax

THE following were the rates on taxable income for the years 1954 and 1955:

Companies: 3s. 6d. per £ (flat rate).

Individuals: First £100 Nil.

Next £100 1s. per £.

Next £250 2s. per £.

Next £250 2s. 6d. per £.

Next £250 3s. per £.

Above £950 3s. 6d. per £.

Allowances

Married Person: £100

Children under 16 years: £70

Earned Income: One-fifth (maximum £400)

Dependant: £25

Insurance or Pension:

Fund Contributions: Premiums or contributions (maximum one-sixth of chargeable income)

Revenue received during 1953-54: Companies £32,469

Individuals £28,554.

Revenue received during 1954-55: Companies £72,547

Individuals £33,534.

The following tabular statement shows the incidence of tax on individuals at varying rates of income:

<i>Annual Income</i>	<i>Single</i>	<i>Married</i>	<i>Married with 1 Child</i>	<i>Married with 2 Children</i>	<i>Married with 3 Children</i>	<i>Married with 4 Children</i>
£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200	3 0 0	—	—	—	—	—
300	9 0 0	2 0 0	—	—	—	—
400	17 0 0	7 0 0	2 10 0	—	—	—
500	25 0 0	15 0 0	8 0 0	3 0 0	—	—
600	33 15 0	23 0 0	16 0 0	9 0 0	3 10 0	—
700	43 15 0	31 5 0	24 0 0	17 0 0	10 0 0	4 0 0
800	53 15 0	41 5 0	32 10 0	25 0 0	18 0 0	11 0 0
900	64 5 0	51 5 0	42 10 0	33 15 0	26 0 0	19 0 0
1,000	76 5 0	61 5 0	52 10 0	43 15 0	35 0 0	27 0 0

Estate Duty

Estate duty in accordance with the schedule below is payable whether or not the deceased died in the Colony, but only in respect of property in the Colony. There is provision in the Ordinance for relief in respect of quick successions.

SCHEDULE

Rate of Estate Duty

	£		£	<i>Rate of Duty</i>
Not exceeding	100			Nil.
Exceeding	100 but not exceeding	300		£1 10s. 0d. (fixed).
	300	500		£2 10s. 0d. „
„	500	1,000		1 per cent
„	1,000	2,000		2 „ „
„	2,000	3,000		3 „ „
„	3,000	5,000		4 „ „
„	5,000	7,500		5 „ „
„	7,500	10,000		6 „ „
„	10,000	12,500		7 „ „
„	12,500	15,000		8 „ „
„	15,000	20,000		10 „ „
„	20,000	25,000		12 „ „
„	25,000	30,000		14 „ „
„	30,000	35,000		16 „ „
„	35,000	40,000		18 „ „
„	40,000	45,000		20 „ „

Rate of Estate Duty (contd.)

	£		£	Rate of Duty
Exceeding	45,000	but not exceeding	50,000	22 per cent
„	50,000	„ „ „	60,000	24 „ „
„	60,000	„ „ „	75,000	27 „ „
„	75,000	„ „ „	100,000	30 „ „
„	100,000	„ „ „	150,000	35 „ „
„	150,000	„ „ „	200,000	40 „ „
„	200,000	„ „ „	250,000	45 „ „
„	250,000	„ „ „	300,000	50 „ „
„	300,000	„ „ „	500,000	55 „ „
„	500,000	„ „ „	750,000	60 „ „
„	750,000	„ „ „	1,000,000	65 „ „
„	1,000,000	„ „ „	2,000,000	70 „ „
„	2,000,000			75 „ „

STANLEY TOWN COUNCIL FINANCES

Revenue accruing to the Stanley Town Council, the only local authority in the Colony, amounted to £6,131 during 1955. Expenditure was £5,356. Revenue and expenditure in 1954 were £5,006 and £5,031 respectively.

The main heads of revenue were:

	1954	1955
	£	£
Government Grant	800	800
General rates (including contribution of £577 by Government)	2,528	2,870
Water rate	614	703
Rents from Town Hall	771	1,395

The main heads of expenditure were :—

Town Clerk	321	382
Cemetery	444	349
Fire Brigade	380	624
Library	144	206
Poor Relief	482	560
Scavenging	695	815
Street Lighting	336	344
Town Hall	724	758
Transport	790	704

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government Currency Notes of £5, £1 and 10s. denominations and United Kingdom coinage. On 31st December 1955 the note issue in circulation amounted to £86,343.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of a commission of 1 per cent. A similar service is also provided by the Falkland Islands Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank Limited respectively.

Deposits in the Government Savings Bank amounted to £906,932 on the 31st March 1955 and the number of depositors' accounts open was 2,082. At the same date in 1954, deposits amounted to £826,045 with 2,059 accounts open. Interest on deposits is paid at the rate of $2\frac{1}{2}$ per cent per annum.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat and a limited quantity of vegetables and berry fruits, practically the whole of the Colony's requirements in food stuffs are imported.

The values of imports and sources of supply were as follows:

*Value of Imports**

	1953	1954	1955
	£	£	£
Food, drink and tobacco	109,457	112,095	99,807
Raw materials and mainly unmanufactured goods	98,526	117,867	94,849
Mainly manufactured goods	382,801	250,301	307,396
Miscellaneous	2,304	4,282	4,275
Total Imports	593,088	484,545	506,327

* Excluding bullion and specie.

Principal Imports and Sources of Supply, 1954

<i>Item</i>	<i>Value</i>	<i>Quantity</i>	<i>Principal Supplying Countries</i>
	£		
Provisions	67,337	—	United Kingdom £39,503, Uruguay £2,710, Argentine £17,888
Hardware	151,482	—	United Kingdom £148,857, Denmark £1,081, U.S.A. £998, Uruguay £218
Drapery	5,232	—	United Kingdom £5,232
Coal, Coke and Fuel Oils	23,818	—	United Kingdom £3,646, Uruguay £19,500
Timber	87,150	—	Sweden £39,513, Chile £38,921, United Kingdom £8,716
Paint	4,838	875 cwt.	United Kingdom £4,639
Chemicals	5,992	—	United Kingdom £5,382, Uruguay £497, Belgium £113
Spirits	12,260	9,260 galls.	United Kingdom £12,260
Beer	4,767	7,782 galls.	United Kingdom £4,763
Tobacco and Cigarettes.	16,788	39,349 lb.	United Kingdom £16,788
Wines	3,164	2,132 galls.	United Kingdom £3,164

Principal Imports and Sources of Supply, 1955

<i>Item</i>	<i>Value</i>	<i>Quantity</i>	<i>Principal Supplying Countries</i>
	£		
Provisions . . .	65,852	—	United Kingdom £45,827, Uruguay £2,048, Argentine £13,919
Hardware . . .	199,305	—	United Kingdom £198,345, Holland £308, Uruguay £224, U.S.A. £274
Drapery . . .	3,913	—	United Kingdom £3,913
Coal, Coke and Fuel Oils	18,748	—	United Kingdom £9,971, Uruguay £8,957
Timber . . .	70,708	—	United Kingdom £2,270, Chile £39,864, Sweden £28,574
Paint . . .	9,222	772 cwt.	United Kingdom £9,222
Chemicals . . .	8,206	—	United Kingdom £7,990, Uruguay £216
Spirits . . .	8,067	4,663 galls.	United Kingdom £8,067
Beer . . .	7,616	15,242 galls.	United Kingdom £7,616
Tobacco and Cigarettes.	11,448	13,732 lb.	United Kingdom £11,448
Wines . . .	1,925	1,675 galls.	United Kingdom £1,829, Chile £96

Sources of Imports

	<i>Per cent</i>		
	<i>1953</i>	<i>1954</i>	<i>1955</i>
British Commonwealth . . .	82·94	70·84	77·44
Foreign Countries . . .	17·06	29·16	22·56

Principal Supplying Countries

	<i>1953</i>	<i>1954</i>	<i>1955</i>
	£	£	£
United Kingdom . . .	481,276	337,802	388,393
Other parts of the Commonwealth . . .	10,638	5,452	3,696
Argentina . . .	21,251	25,306	18,770
Chile . . .	19,324	43,637	44,672
Sweden . . .	36,096	40,552	28,870
Uruguay . . .	16,405	23,067	11,941
U.S.A. . .	958	998	274
Finland . . .	—	—	—
Switzerland . . .	—	1,478	5,469
Denmark . . .	—	—	80
Germany . . .	—	1,141	3,224

All goods imported, except those purchased by the Government, are distributed by local traders. Imports from the dollar area are limited to essentials and consist mainly of spare parts for American-made wind generators and for the two Beaver aircraft.

EXPORTS

The values, quantities and markets for exports were as follows:

Exports (Including Re-exports)

	1953 £	1954 £	1955 £
Wool*	346,170	453,300	448,980
Hides and Skins*	16,863	34,553	22,756
Tallow	1,700	1,975	—
Livestock	—	—	2,191
Seal Oil	—	—	—
Frozen Meat	10,110	15,775	—
Other Articles	370	560	50
Exports	375,213	506,163	473,977
Re-exports	6,259	12,698	7,033
Total	381,472	518,861	481,010

* Value based on cost of production.

Principal Exports, 1954

Item	Value £	Quantity	Destination
Wool	453,300*	4,395,049 lb.	United Kingdom
Tallow	1,975	522 cwt.	United Kingdom
Hides and Skins	34,553*	4,050 cwt.	United Kingdom
Frozen Meat	15,775	759,282 lb.	United Kingdom

* Cost of production.

Principal Exports, 1955

Item	Value £	Quantity	Destination
Wool	448,980*	4,395,322 lb.	United Kingdom
Hides and Skins	22,756*	2,650 cwt.	United Kingdom
Live Sheep	2,191	2,191 sheep	Chile

* Cost of production.

Chapter 6: Production

ALL land, with the exception of some 40,000 acres remaining to the Crown, is freehold and is divided into sheep farms varying in size from 3,600 to 161,000 acres and carrying up to 33,000 sheep, approximately one sheep to every five acres.

The Falkland Islands Company Limited, which owns a number of farms, holds freehold land amounting to approximately 1,229,000 acres and carrying 263,000 sheep.

The Crown Land may be rented.

The average weight of wool exported over the last four years was 4,203,303 lbs. In 1954, 4,395,049 lbs. of wool were exported and, in 1955, 4,395,322 lbs. The wool clips in 1954 and 1955 were exported through the medium of the Falkland Islands Company Limited.

Hides and skins to the value of £34,553 were exported in 1954 and £22,756 in 1955.

Resources at present undeveloped are the extensive kelp (*macrocystis*) beds, whales which are found in the surrounding waters, deep sea fishing and the elephant and fur seal.

AGRICULTURE AND ANIMAL HUSBANDRY

No crops are grown in the Colony, with the exception of a limited supply of oaten hay.

The Agricultural Department is administered by the Agricultural Officer, two Agricultural and Livestock Assistants, one clerk and two labourers.

The policy of the Agricultural Department is:

- (i) to co-operate with sheep farmers in maintaining a high standard of health in their flocks by combating and preventing disease;
- (ii) to control the importation of livestock and agricultural products;
- (iii) to advise stock owners in all matters connected with animal husbandry;
- (iv) to collect and produce agricultural and livestock statistics.

No dairy produce was exported. An occasional shipment of mutton was made to the whaling establishments in South Georgia and some sheep were sold to meat freezing plants in Southern Chile. The Colony is self-supporting in mutton and beef, supplies for Stanley being obtained from various settlements.

Three small dairies in Stanley supply milk to the town. Farms in the Camp have their own cows. Methods of keeping livestock are uniform throughout the Colony.

Sheep and cattle are distributed among farms in the East and West Falklands.

At the 31st December 1955 the Colony had 597,781 sheep, 12,256 cattle, 2,858 horses and 67 swine. In 1954 the numbers were 611,168 sheep, 11,138 cattle, 3,043 horses and 35 swine.

The Falkland Islands Freezer Company Limited, which was established by the Colonial Development Corporation, began operating in 1953, when carcasses of mutton and beef were frozen and shipped to the United Kingdom. Because of the poor quality a considerable financial loss was incurred, and there was no improvement in 1954. Supplies of sheep and cattle fell far short of what was expected and after two disastrous seasons the Company ceased to operate. A Receiver was appointed in September 1955 to dispose of the Company's assets.

All wool, hides and skins produced in 1954 and 1955 were sold in the United Kingdom.

FORESTRY

THERE are no forests in the Colony.

FISHERIES

THERE is no organised fishing industry and no full-time fishermen. Occasional catches of mullet and smelt are made by net hauling, all of which are sold for local consumption.

MINING

THERE are no known minerals in the Falkland Islands.

MANUFACTURING INDUSTRIES

THE Colony has no manufacturing industries.

CO-OPERATIVE SOCIETIES

THE Government Employees' Canteen was formed in 1952 and membership is open to employees and pensioners of the Colonial Government. All members are required to take up one £10 share on joining the Canteen. A maximum of 50 shares may be held.

The Canteen is run on the lines of a co-operative society and imports groceries, clothing and footwear, furniture and household goods. It is operated by a committee who remain in office for three years. Part-time storekeepers attend on three afternoons a week.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education in the Colony. All education in the years under review was free. Children wishing to continue their education after reaching the age of 14 may do so in what is known as the Continuation Class. There is no secondary or higher education. Bursaries are awarded to children wishing to train for teaching posts within the Department of Education. Evening classes are held each winter from May to October. The classes are open to all who wish to attend, but apart from Government employees under the age of 18, whose attendance is compulsory, the response in 1954 and 1955 was not encouraging. The Colony's total expenditure on education in 1953-54 was £12,891, (£9,246 recurrent), or 7·9 per cent of total ordinary expenditure, and in 1954-55, £16,104, (£12,998 recurrent), or 7·3 per cent of ordinary expenditure. For details of Colonial Development and Welfare grants towards education see p. 7.

Attendance in Stanley is compulsory for all children between the ages of 5 and 14 years and in the Camp for children between 5 and 14 years of age living within one mile, and children between 7 and 14 years living within two miles, of a settlement school. In addition, a number of travelling teachers were employed in the Camp. These teachers visit outlying shepherds' houses for a fortnight at a time.

There are two schools in Stanley. The new Infants' School caters for children from 5 to 8 years of age and the Senior School for children aged 9 to 14 years or more.

The following is a summary of children and teachers in each school during the period under review :

Number of Teachers as at 31st December 1954

	<i>Infants' School</i>		<i>All Range School</i>		<i>Camp</i>		<i>Total</i>	
	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>
<i>Certificated</i> Completed Secondary School course .	—	—	4	—	1	1	5	1
<i>Uncertificated</i> But who have com- pleted Secondary School course .	—	1	—	—	4	—	4	1
<i>Trained (locally)</i> But have not com- pleted Secondary School course .	—	1	—	3	—	6	—	10
<i>Untrained</i> . . .	—	—	—	—	—	3	—	3

Number of Teachers as at 31st December 1955

<i>Certificated</i> Completed Secondary School course .	—	1	4	1	2	1	6	3
<i>Uncertificated</i> But have completed Secondary School course . . .	—	1	—	—	6	—	6	1
<i>Trained (locally)</i> But have not com- pleted Secondary School course .	—	—	—	2	—	5	—	7
<i>Untrained</i> . . .	—	—	—	—	—	5	—	5

Number of Children receiving Education

	Schools	Enrolment			
		Boys	Girls	Total	
On December 31st, 1954					
Infants	1	17	25	42	
All Range	1	70	61	131	
Camp	20*	81	76	157	
Total: Camp and Stanley		168	162	—	
Grand Total				330	
On December 31st, 1955					
Infants	1	15	23	38	
All Range	1	56	58	114	
Camp	19*	87	91	178	
Total: Camp and Stanley		158	172	—	
Grand Total				330	

* Schools and Teachers.

To encourage Camp children to attend school in Stanley a boarding allowance of £2 per month for each child was granted in 1954–55.

To mark their centenary the Falkland Islands Company Limited made a generous donation towards the cost of erecting a boarding school near Darwin on the East Falkland. The school, which is to be maintained and equipped at Government expense, was due to open in 1956. A similar but smaller boarding school is planned for Port Howard on the West Falkland.

Settlement Schools and Teachers

	1954	1955
Settlement Schools*	10	9
Travelling Teachers	10	10

* With resident teacher.

Under an agreement with the Dorset County Council, one boy and one girl were sent on scholarships to a County Grammar School in 1954 and one girl in 1955.

Of the four scholarship children at present in Dorset, three have been recommended for an additional two years to take the Certificate of Education at advanced level.

PUBLIC HEALTH

THE general health of the population was good during the period under review, although an epidemic of an influenza-like upper respiratory infection swept through Stanley in July 1955. Almost every household was affected and otitis media was a common complication.

Tuberculosis

In 1954, 606 persons were tested for tuberculin sensitivity; 579 were examined after the tests and of these 81 showed positive reactions. All tuberculin-negative reactors in Stanley, with three exceptions, and all at Goose Green and Port Stevens, a total of 304, were vaccinated with B.C.G. dry frozen vaccine "Behringwerke". The conversion rate in 65 persons, tested six to eight months after vaccinations, was 92·3 per cent.

With the completion of the T.B. wing of the hospital in June 1954, 10 beds and three cots became available for the treatment of tuberculous patients. Eighteen patients were treated at hospital and three in their own homes. Two cases were sent to England for major surgical treatment which was successfully carried out.

The treatment of all T.B. patients was free and the Government introduced a scheme to give financial aid to T.B. patients and their dependents.

There was one new case of pulmonary tuberculosis in 1955. All the known treated cases were examined periodically and six were admitted to hospital for further treatment.

Medical Facilities and Cases

With the completion in 1955 of the electric laundry all major additions and alterations to the King Edward Memorial Hospital were made. The hospital has 32 beds for the treatment of medical, surgical, obstetric and T.B. cases. Two revolving chalets were built in the foreground of the hospital in 1954. These were used by day only and proved most useful.

During 1955, 104 (36)* operations were performed at the hospital—30 (20) major and 74 (16) minor; 8 (4) patients died in hospital.

A well-attended ante-natal and post-natal clinic was held at the hospital.

Mortality

There was no maternal mortality in either year.

Of the total of 20 deaths in the Colony in 1954 none occurred in individuals under the age of 15 years, but in 1955 there were three, two from suffocation by bedclothes and one from T.B. peritonitis. There were 22 deaths in all.

Mortality does not arise from any principal group of disease. The major cause of death during 1954 was from drowning (three cases) and there were two deaths from senile myocardial degeneration.

Medical Services in the Camp

For medical purposes, the Falklands are divided into three areas: Stanley and the North Camp, Lafonia, and West Falkland. The Senior Medical Officer and one Medical Officer are stationed in Stanley and see all the patients in Stanley and the North Camp. One

* Figures for 1954 are in brackets.

Medical Officer lives at Darwin, in Lafonia, and deals with all the medical cases in his area. In the West Falkland, a doctor is stationed at Fox Bay. His patients live in the West Falkland and in the many islands to the North and West.

All settlements on the main East and West Falklands can communicate direct with a doctor by telephone; out-lying houses and the islands have radio-telephones.

Standard medical chests are provided at all settlements. When necessary, advice on the use of their contents—medicines, splints and dressings—can be given by telephone or radio telephone.

The Government Air Service is available for the transport of doctors and patients. As a rule, the Camp doctors ride to their patients but, when it is convenient, or necessary, they are flown. The Government-owned m.v. *Philomel* is also at the call of the Medical Department, and is used in emergency when the aircraft cannot be used.

The system is practical and efficiently meets the unusual needs of a roadless country of mountain ranges, great areas of grassland pastures, and many islands, inhabited by a widely-scattered population.

Local Authority Services

The Stanley Town Council was responsible for sewage disposal and employed two night soil collectors. There still remain just over 100 houses in Stanley without modern sanitary installations, although the number is slowly decreasing.

There were three licensed dairies in Stanley, which were inspected periodically by the Chief Constable who fills the post of Sanitary Inspector. The dairy herds were examined by the Agricultural Officer and all animals were tuberculin tested.

The Medical Department

The staff of the Medical Department in 1955 consisted of the Senior Medical Officer, three Medical Officers, one Matron, three nursing sisters, one tuberculosis sister, one district nurse, and six staff nurses. Domestic and other staff at the hospital consisted of one clerk, one caretaker, one cook, five maids and one laundry maid.

There were no doctors or nurses working for companies and there were no private practitioners.

Expenditure on medical services during 1953–54 was £17,727, or 10·8 per cent of total Government ordinary expenditure. In 1954–55 it amounted to £22,810, or 10·42 per cent of total ordinary expenditure.

Revenue was as follows:

<i>Revenue</i>		<i>1952</i>	<i>1953</i>	<i>1954</i>	<i>1955</i>
		£	£	£	£
Medical	.	2,143	2,248	2,150	1,739
Dental	.	766	2,308	345	580
		<hr/>	<hr/>	<hr/>	<hr/>
		2,909	4,556	2,495	2,319
		<hr/>	<hr/>	<hr/>	<hr/>

Because of difficulties in recruiting, two Government dentists were available for only three months in 1954. During the remainder of the period under review one dentist served the entire Colony. Most of his time was spent in Stanley although it was possible for him to visit many of the settlements. One dental mechanic and an apprentice were employed.

HOUSING AND TOWN PLANNING

THE majority of the houses in the Colony are built of timber with metal outer covering; the roofs are usually of corrugated iron. Concrete block building, particularly for Government premises, is now becoming popular. Plans for all new buildings must be submitted to the Board of Health for approval and must conform to the sanitation and constructional requirements of the Board. There is a shortage of housing in Stanley, caused mainly by the high cost of materials and freightage and the shortage of labour.

The Government maintains accommodation for most of its overseas officials. Two blocks of small houses are available for rental by the poorer members of the community. These premises are liable to inspection and the tenants must keep them in a sanitary condition. The Board of Health has power to condemn houses which are unfit for habitation.

SOCIAL WELFARE

THE Stanley Benefit Club is the oldest club in the Colony. It was formed in July 1859 to provide a fund for the support of members in cases of sickness or accident; it also meets funeral expenses. The Club has a membership of 166; the subscription is 2s. 6d. per month or 30s. per annum, payable in advance. This entitles a member to the following benefits after he has been enrolled for twelve months:

4s. per day for 26 weeks—to be followed by

2s. per day for 13 weeks—to be followed by

1s. per day for 13 weeks, and thereafter 3s. per month until recovery.

If a member is killed, or dies from illness or accident, the next of kin receives £15 to defray the funeral expenses.

During the period under review the Stanley Benefit Club paid to its members sick and other benefits amounting to £335 in 1954 and £450 in 1955. The Club's assets over liabilities on the 30th April 1955 were £2,878.

There are several other clubs in Stanley, among them the Colony Club, the Falkland Club, the Working Men's Social Club and the Falkland Islands Defence Force Club, membership of which is confined to past or present members of the Force.

Under the auspices of the Falkland Islands Defence Force Rifle Association, rifle shooting continued to be one of the most popular pastimes in Stanley. Local Bisley meetings are held annually and are run on the same lines as the annual Bisley meeting held in England.

During the winter months the Association was active in raising funds to provide for a fully representative team to be sent to Bisley for the 1956 meeting, and to compete in the *Morning Post* Junior Kolapore Imperial Challenge Cup, and the *Barnett* Junior McKinnon Imperial Challenge Cup.

There is a miniature rifle range in the Drill Hall and this is open to members and their wives. It is always well supported and this form of sport is growing in popularity. The Drill Hall is also used for badminton and table-tennis.

In 1953 the Falkland Islands Company Limited completed the construction of a squash court in Stanley. It is housed in a wooden building with a perspex roof and a gallery for spectators. This generous gift to the Colony has proved a most popular and welcome amenity.

Football is a very popular outdoor sport and the Club is well supported by both players and spectators.

The Stanley Sports Association holds an annual meeting in December for horse racing, gymkhana and athletic events. Race meetings are also held at Darwin and at most of the principal settlements in turn on the West Falkland.

The Working Men's Social Club holds a sports meeting annually for children and also organises various parties.

The Physical Training and Boxing Club, formed in 1951, is well supported and has proved of great benefit to Stanley youths and men. A boxing tournament is held each year.

An Angling and Shooting Club was formed in 1950, but shortage of transport has caused interest to fall and expeditions have had to be curtailed, although there was an increase in the number of rod fishermen. Trout imported from the United Kingdom have done well.

The Guild of Spinners, Weavers and Dyers was formed in 1948 to keep alive an ancient craft and to provide a home industry as an interest and a means of earning pin money for the woman in the home. The first exhibition of the Guild's work was held in 1950 and an annual exhibition has since become a popular event in the life of the Colony. By 1956 there were 15 members, all of whom are active in attending the regular monthly meetings at which, besides spinning and knitting, the women make rugs from local wool, slippers, tea cosies, and toys from lamb-skins, and cure and prepare skins for floor mats. The loom was not in use for lack of an experienced teacher, but the art of spinning was to be reintroduced into the Stanley Senior School after a lapse of ten years, and arrangements were made for the Guild and the Education Department to co-operate in an endeavour to foster interest.

The membership of the Girls' Life Brigade remained steady throughout the period under review. Courses were completed in accordance with the International Headquarters syllabuses at the advanced level in hygiene, first aid, physiology and anatomy, knitting and country dancing. Elementary standard badges were also granted in natural history, art, needlework, knitting and basketwork.

The 1st Falkland Islands Company of the Boys' Brigade, first formed in 1944, continued to be a most successful organisation. Training is carried out during the winter months. Classes are held in signalling, first aid, physical training and drill. The strength in 1955 was 40. Nine boys and an officer attended the International Camp held in the United Kingdom in 1954.

A Cricket Club, the first in the history of the Colony, was formed in November 1955. The initial membership was approximately 50 and the Club is steadily developing.

The Red Cross Society held its usual tea-meetings each month, the object being to collect and to purchase gifts for hospital patients and for elderly people living in the town. A canteen, organised by the Society, was opened for one week during February 1955 to provide refreshments for visiting sailors from one of Her Majesty's ships. There is an annual subscription of 2s. 6d. and membership was 14.

Folk dancing is held in Stanley for five months of the year in the Gymnasium. The Society meets once a week for two hours. A class for juniors is held weekly and recently a class for seniors has been instituted. Both are well attended. Membership is open to all over 13 years of age; the total membership averages 240. Members pay a small subscription and an entrance fee of 6d. each evening; the classes are free. Social evenings at which both ballroom and folk dancing were held proved a great attraction.

Legislation providing for an old age contributory pension scheme was introduced in 1952. The scheme is compulsory for all male residents in the Colony.

Children's allowances at the rate of 10s. per month for each child are granted to all parents with two or more children.

There are no orphanages or poor law institutes. Poor relief is administered by the Stanley Town Council and the amount spent on poor relief during 1955 was £560. Accommodation for old and chronic invalids is provided in the hospital.

There are three places of worship: Christ Church Cathedral, consecrated in 1892, St. Mary's Roman Catholic Church, established in 1899, and the Tabernacle (United Free Church), established in 1896. Church services are relayed every Sunday evening through the broadcasting station in Stanley for the benefit of Camp listeners.

The Town Hall, re-built with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, opened in 1950. It contains a dance hall with stage, dressing rooms, refreshment room and a well-stocked and well patronised library. In 1954 and 1955 film shows were given in the dance hall by a private operator.

There are no probation services for juvenile delinquents, but their number is small (*see* Chapter 9, Justice, Police and Prisons).

Chapter 8: Legislation

THE Revised Edition of the Laws, containing laws operative on 31st December 1950, was brought into force on the 12th March 1953.

The following were the principal enactments during the period under review:

1954

- No. 4. *The Defence Force Ordinance*, providing for the constitution, organisation and discipline of the local armed forces.
- No. 11. *The Land (Amendment) Ordinance*, providing for the disposal by the Governor-in-Council of Crown Lands by lease.
- No. 13. *The Application of Enactments Ordinance*, applying to the Colony certain specified Acts of Parliament.

1955

- No. 5. *The Grass Fire Ordinance*, making it an offence to cause grass fires by negligence.
- No. 7. *The Pensions (Amendment) Ordinance*, providing for the granting of a pension, gratuity or other allowance, in certain circumstances, to an officer who has not attained pensionable age and whose employment has been terminated in the public interest.
- No. 8. *The Diplomatic Privileges (Extension) (Amendment) Ordinance*, enlarging the field of diplomatic privileges and immunities to include non-government representatives.

Chapter 9: Justice, Police and Prisons

JUSTICE

THE judicial system of the Colony is administered by a Supreme Court with the Governor as Judge and a Magistrate's Court, both of which are in Stanley. The post of Magistrate is at present held by the Colonial Secretary. The Colony retains the part-time services in England of a retired Colonial Judge as Legal Adviser.

Local Ordinances and Regulations are in effect. English Law applies up to 1900 and subsequently by special application.

Most farm managers are Justices of the Peace, as also are certain residents in Stanley, and they have power to deal with minor offences.

The commonest type of litigation is debt; the most frequent offences are larceny, malicious damage and breaches of the Licensing Ordinance.

The following tables show the numbers of civil and criminal cases heard by local courts during 1954 and 1955:

<i>Civil Court</i>					1954	1955
Debt	.	.	.	.	17	33
Children's Act	.	.	.	.	2	5
Property Act	.	.	.	.	1	3
Marriage Act	.	.	.	.	—	1

				<i>Cases Heard</i>		<i>Discharged</i>		<i>Convicted</i>	
				1954	1955	Adults	Juveniles	Adults	Juveniles
<i>Magistrate's Court</i>									
<i>Offence against public morality</i>									
Indecent assault	.	.	1	—	1	—	—	—	—
<i>Offences against the person</i>									
Assaults	.	.	4	5	1	—	—	8	—
Attempted suicide	.	.	—	1	—	—	—	1	—
<i>Offences against property</i>									
Breaking and entering	.	.	2	1	—	—	—	2	1
Larceny	.	.	9	8	4	—	—	12	1
Receiving	.	.	—	2	—	—	—	2	—
Malicious damage	.	.	7	6	1	—	—	12	—
Wilful damage	.	.	—	2	—	—	—	2	—
Damage to crops	.	.	2	—	2	—	—	—	—
<i>Offences against local Ordinances</i>									
Traffic	.	.	10	13	7	—	—	16	—
Licensing	.	.	24	42	6	—	—	60	—
<i>Offences against Public Order</i>									
Threats, etc.	.	.	1	—	—	—	—	1	—
False Marriage declaration	.	.	—	1	—	—	—	1	—
Disorderly behaviour	.	.	2	5	—	—	—	7	—
Insulting conduct	.	.	—	1	—	—	—	1	—
<i>Other Offences</i>	.	.	1	—	—	—	—	1	—

<i>Supreme Court</i>									
Breaking and entering	.	.	2	—	—	—	—	2	—
Indecent assault	.	.	1	—	1	—	—	—	—
Divorce	.	.	3	9					
Estates	.	.	2	1					
Debt	.	.	—	1					
Appointment of Receiver.	.	.	—	1					

} Orders made

TYPES OF PUNISHMENT (1954-55 COMBINED)

	<i>Convicted</i> M. F. J.			<i>Imprisonment</i> M. F. J.			<i>Fined</i> M. F. J.			<i>Bound Over</i> M. F. J.			<i>Imprisonment by length of sentence</i>
<i>Magistrate's Court</i>													
Assaults . . .	9	—	—	8	—	—	1	—	—	—	—	—	
Attempted suicide	1	—	—	—	—	—	—	—	—	1	—	—	
Breaking and entering	2	—	1	—	—	—	—	—	1	2	—	—	
Larceny . . .	9	3	1	2	2	—	7	1	1	—	—	—	{ 1 male, 14 days 1 male, 1 month 1 female, 14 days 1 female, 2 months 1 female, 14 days
Receiving Malicious damage	1	1	—	—	1	—	—	—	—	1	—	—	
Wilful damage .	12	—	—	—	—	—	12	—	—	—	—	—	
Traffic . . .	2	—	—	—	—	—	2	—	—	—	—	—	
	16	—	—	—	—	—	16	—	—	—	—	—	
Licensing . . .	59	1	—	5	1	—	54	—	—	—	—	—	{ 4 males, 1 month 1 male, 6 weeks 1 female, 1 month
Threats . . .	1	—	—	—	—	—	—	—	—	1	—	—	
False marriage declaration	1	—	—	1	—	—	—	—	—	—	—	—	1 male, 6 weeks.
Disorderly behaviour	7	—	—	—	—	—	4	—	—	3	—	—	
Insulting conduct	1	—	—	—	—	—	—	—	—	1	—	—	
Other offence .	—	1	—	—	—	—	—	1	—	—	—	—	
<i>Supreme Court</i>													
Breaking and entering	2	—	—	—	—	—	—	—	—	2	—	—	

Offences dealt with by Naval Authorities after reports by Police

	1954	1955
Larceny	2	—
Wilful damage	3	2
Disorderly behaviour	—	5
Insulting conduct	—	1
Obscene language	—	1
Drunk and incapable	11	5

POLICE

THE authorised strength of the Falkland Islands Police Force is seven, consisting of the Chief Constable, one Sergeant and five Constables, all of whom are stationed in Stanley. One constable is stationed at South Georgia.

With the exception of the Chief Constable, members of the Force are recruited locally.

Training is carried out under the supervision of the Chief Constable.

No disciplinary action was taken against members of the Police Force in 1954 and 1955.

Police Sergeant Norris was awarded the Colonial Police Medal for Meritorious Service in the Birthday Honours, 1955.

Crime

The number of indictable offences is decreasing. The most serious case of juvenile delinquency during the period under review was the larceny of goods valued at £74. With only two juveniles charged in two years, the incidence of juvenile delinquency is low.

Other Police duties

The Chief Constable acts also as Gaoler, Immigration Officer and Sanitary Inspector. The Police Department issues and renews firearm certificates, gun licences and fishing licences, and is responsible for the registration and licensing of motor vehicles, the testing of applicants for driving licences, the issue of drivers' licences and the licensing of dogs.

Prisons

There is one small prison in Stanley. The Chief Constable acts as gaoler and other members of the Police Force as warders. A part-time Gaol Matron is employed.

Prisoners received during 1954 and 1955 were as follows:

1954		1955	
<i>Sex</i>	<i>Sentence</i>	<i>Sex</i>	<i>Sentence</i>
M	1 month	F	14 days
M	1 „	F	14 „
M*	10 days	M	14 „
M*	14 „	M	1 month
M*	14 „	M	1 „
		M	6 weeks
		F	1 month
		M	1 month
		M	6 weeks
		F	2 months
		M*	1 month

Daily average ·23

Daily average ·88

* Naval personnel imprisoned for Naval disciplinary offences.

There is no special provision for first offenders, recidivists, etc.

Prison discipline is governed by the Prisons Regulations, 1949, and is enforced by the Gaoler and Warders.

Health of the prisoners is under the supervision of the Senior Medical Officer of the Colony. There are no facilities for the education and training of prisoners.

Prisoners are employed on work in and around the gaol, such as painting, cleaning and gardening, and are occasionally put to work in cutting peat and making concrete blocks. Prisoners receive no payment when in prison. Remission of sentence is earned at the rate of four days per month by those imprisoned for one month or over.

The Colony has no Borstal or similar institutions and there is no after-care of prisoners.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

A 24-hour supply is available in Stanley. The supply voltage is 230 A.C. for lighting, heating and small power, and 400 A.C. for large power. The new diesel electric power station, opened on 27th January 1951, has a maximum output of 550 kilowatts. Distribution is overhead at 3·3 kv. and 230 to 400 volts. The system is 3-phase 4-wire. The power station is operated by the Government.

There are 460 consumers in Stanley who pay a tariff at their option of 9*d.* per unit or 3*d.* per unit and a fixed charge of £1 per quarter.

The Government is by far the largest consumer, followed by the Falkland Islands Company Limited. The output in 1954 was 445,191 units and in 1955, 579,327 units.

In the Camp most of the managers' houses have their own generators and some settlements are supplied with electricity. Many of the shepherds' houses have self-installed lighting systems with wind-chargers to recharge their batteries.

WATER SUPPLY

THE water supply in Stanley is barely adequate for the needs of the town and supplies are brought by pipe-line from a distance of about three miles. In times of drought the reservoir is filled by pumping from Moody Stream. Storage is available for some 335,000 gallons, and many householders use rain-water tanks as reserves. Consumption averages 40,000 gallons daily. A qualified water engineer, who conducted a survey at the end of 1952, drew up plans for an increased and purified supply system on which work began in 1955.

In the Camp use is made of fresh-water springs, rain-water tanks and wells with hand-drawn or windmill-pumped supplies.

PUBLIC WORKS

THE Public Works Department is responsible for the care and maintenance of Government buildings, the construction of new Government works, and the maintenance of Stanley roads and water supply. The staff, under the Superintendent of Works, numbers 77, of whom 15 are artisans from the United Kingdom, nine are local tradesmen and the remaining 53 are locally employed handymen and labourers.

The principal activities of the Department during 1954 and 1955 were the completion of the new Infants' School and repairs and maintenance in Government buildings.

The Department was also responsible for the cutting of 20,000 cubic yards of peat each year. In December 1953 a peat-cutting machine was imported and is now working satisfactorily.

Chapter 11: Communications

SHIPPING

THE Falkland Islands Company's 855 ton vessel *Fitzroy* links Stanley with the outside world. She averages ten journeys annually to Montevideo, carrying freight, mail and passengers. The Company also charts vessels to carry extra cargoes; in the 1953–54 season the Company chartered four, and in the 1954–55 season three vessels.

The R.R.S. *John Biscoe* provided occasional communication between Stanley and South Georgia and the rest of the Dependencies, and periodic visits were paid to the Colony and Dependencies by ships of the Royal Navy.

The following table shows the number of vessels which entered and cleared Stanley during the past three years:

	1953	1954	1955
Number of ships which entered Stanley	21	20	23
Number of ships clearing Stanley	20	17	20
Net tonnage in	18,010	14,926	12,085
Net tonnage out	17,930	14,321	11,009
Passengers in	144	200	309
Passengers out	185	237	298

These figures consist mainly of repeated entries of the s.s. *Fitzroy*, charter vessels and Falkland Islands Dependencies Survey ships, the latter frequently being finally cleared at South Georgia. The R.M.S. *Tweed*, which carried the Islands' second export of frozen mutton, cleared at Ajax Bay in 1954.

RAILWAYS

THERE are no railways in the Colony.

ROADS AND VEHICLES

THERE are twelve miles of road in and around Stanley, and in the Camp there are some stretches of track suitable for the jeep or tracked-type of vehicles. The Stanley roads are in a very poor state of repair, owing mainly to shortage of labour and the prior claim of more essential works, but preliminary work on their rehabilitation began towards the end of 1955. Labourers arrived from Germany and built a stone crushing plant. It is proposed to lay the main road, extending for about one mile, in concrete, with the side roads in tar macadam.

The following table shows the number of vehicles licensed in 1954 and 1955 for the whole or part of the year :

	Imported		Registered	
	1954	1955	1954	1955
Lorries	5	4	58	59
Vans	3	—	21	21
Cars	14	24	110	135
Motor Cycles	5	8	72	77
Auto Cycles	1	—	2	2
Power Scooters	—	1	—	1

RIVER AND LAKE TRANSPORT

THERE are no navigable rivers in the Colony and no lakes.

AIR SERVICE

THE Falkland Islands Government Air Service has increased its scale of operations very considerably since it was started in 1948 to improve communications between Stanley and the settlements and to facilitate the treatment of medical cases.

The service was originally equipped with two second-hand Auster land planes. It now operates two De Havilland (Canada) Beaver sea-planes. The number of passengers carried by the service increased from 1,290 in 1954 to 1,760 in 1955. In addition, regular mail deliveries were maintained to all settlements and a large number of urgent hospital cases brought to Stanley for treatment.

An Auster sea-plane has been used almost exclusively for pilot-training; one young Falkland Islander has been thus trained prior to being sent to the United Kingdom to obtain a commercial pilot's licence.

There is no international service linking the Colony with the outside world.

POSTS AND TELEGRAPHS

A telephone system is maintained in Stanley by Government, for general as well as official use, and there are over 366 subscribers. Most of the sheep-stations on the East Falkland have their own lines connected to the Stanley system; on the West Falkland the telephones converge on Fox Bay where there is a Government wireless station for inter-island traffic.

Some of the farms have private radio transmitters for local use, but these have been largely superseded by radio-telephone sets provided and installed by the Government.

The Posts and Telegraphs Department handles approximately twelve mails annually from overseas, each averaging 180 bags. An average of 40 inter-island mails also pass through the Post Office. Inter-island airmail between Stanley and the settlements is carried when weather conditions permit.

Telegrams for inland and overseas are accepted at the Post Office and the number of telegrams handled in 1955 exceeded 41,000.

A commercial wireless telegraphy station operates daily from 9.0 a.m. until 11.0 p.m. and employs seven operators and two apprentices.

Two electricians are employed on servicing the telephone, broadcasting and re-diffusion services.

Chapter 12: Press, Broadcasting and Films

PRESS

No newspapers or periodicals are published in the Colony, other than the official *Gazette*. A weekly newsletter is, however, broadcast to Stanley, the Camp and the Dependencies.



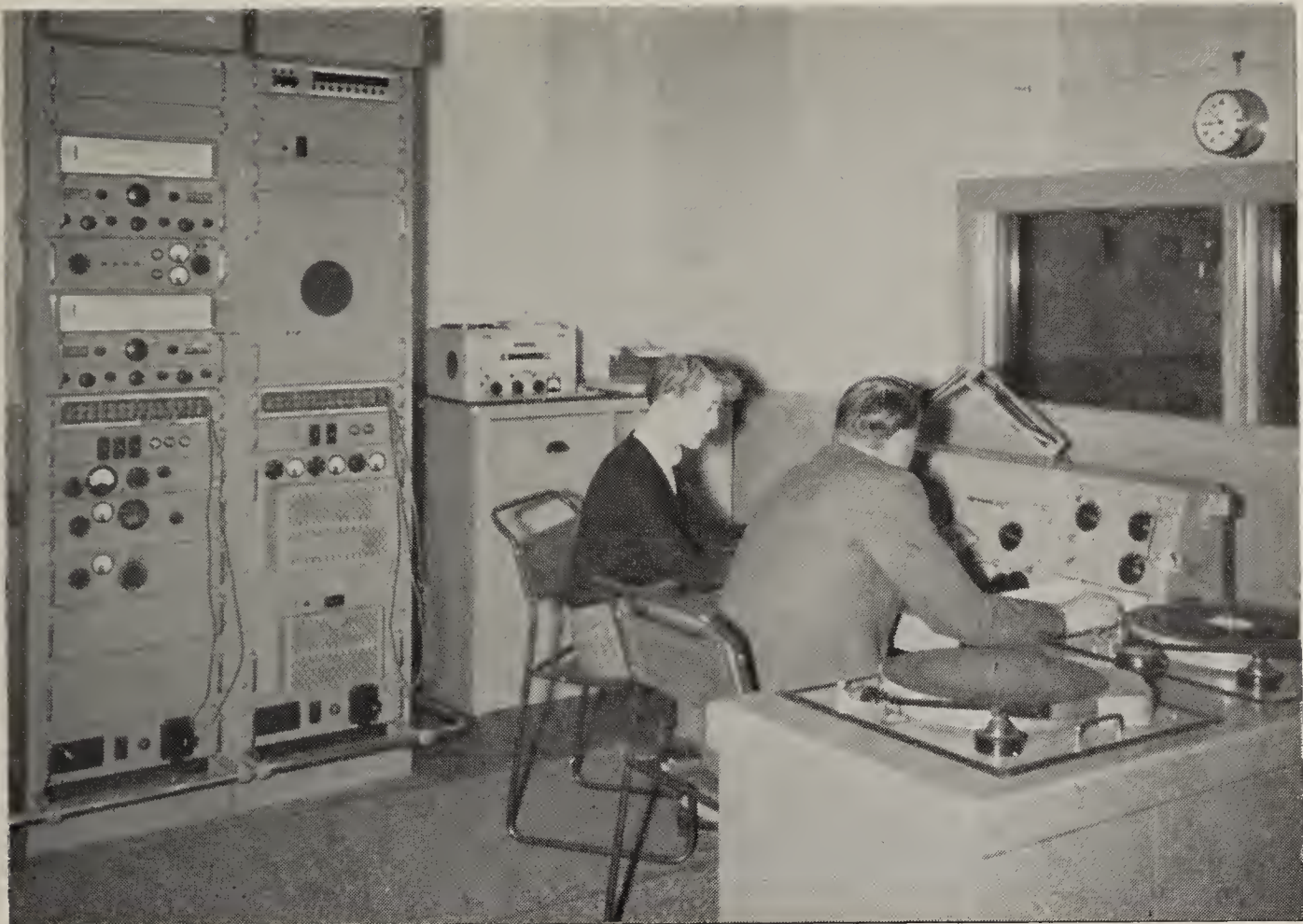
King Penguin



Sheep Gathering, East Falkland



Infants' School, Stanley



Broadcasting Studio, Stanley



Whale Flensing, South Georgia



S.S. "Fitzroy", Port San Carlos



Photo by W. E. Anderson

*Hauling a load of seal meat to the F.I.D.S.
Base hut at Hope Bay (Base D).*

BROADCASTING

THE Falkland Islands established the first Colonial broadcasting service. In the early part of 1929 a wired broadcasting system was established in Stanley; the service covered not only the town but also many parts of the East Falkland, the programme being carried to outlying farms by the normal telephone lines. Although a number of earlier experiments were made, wireless broadcasting from a radio transmitter did not become a regular feature until 1942. The two methods, operated jointly, are now a well-established service in the Islands.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of two to three hours duration are broadcast daily, and four part-time announcers are employed. B.B.C. news bulletins, sports results and "Radio Newsreel" are broadcast regularly, and extensive use is made of the B.B.C. Transcription Service. The acquisition of a tape recording machine in 1953 has facilitated the production of local features.

There were 439 wireless receiving licences issued in 1954 and 441 in 1955.

Three hundred and four wired broadcasting subscriptions were paid in 1954 and 315 in 1955.

FILMS

A film library operated by the Superintendent of Education was established in 1953; it has grown considerably and its membership has increased. By the end of 1955 the library was supplying films to three stations on the East and seven stations on the West Falkland. Prints are obtained from J. Arthur Rank Distributors, Limited, and the Central Office of Information, London. The library operates on a strictly non-profit making basis. Films of educational value are shown in Stanley's Senior School. A local business man operates a cinema in the Town Hall where films are shown once each week.

INFORMATION SERVICES

No Information Service is operated by the Government. Important announcements are broadcast over the local radio.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps was first formed in 1892. The Force stood down in 1919 and was reconstituted in 1920 as the Falkland Islands Defence Force.

Mr. A. G. Denton-Thompson, the Colonial Secretary, was appointed Honorary Commandant in April 1955 on the departure of Mr. Colin Campbell, his predecessor.

Lt. W. J. Jones succeeded Captain D. W. O'Sullivan as Adjutant on 1st April 1955. Captain O'Sullivan retired of his own request after 25 years' service.

Indoor training was carried out in the winter months. Outdoor training for the M.M.G. Section was held in June and an embarkation and field exercise was held in August 1955.

Annual Musketry Classification and the competition for the Falkland Islands Force 122 Trophy were held in October.

An annual training camp was held prior to 1939 which proved beneficial to the Force in general. In 1955 it was decided to reinstitute the practice and to start in 1956.

The Falkland Islands Defence Force provides a guard of honour on the occasion of the birthday of Her Majesty The Queen and on other ceremonial occasions.

The total expenditure on defence was £771 in 1953-54 and £794 in 1954-55.

Chapter 14: General

THE D.S.I.R. IONOSPHERIC OBSERVATORY

THE ionospheric observatory which was established in Stanley in 1947 is maintained and staffed by the Radio Research Organization of the Department of Scientific and Industrial Research (formerly the Radio Division of the National Physical Laboratory, D.S.I.R.).

Long-term research into the properties of the ionosphere continued in 1954 and 1955. The observatory is equipped with automatic recording apparatus and this is used to examine the characteristics of the ionosphere directly overhead. Observations are made at hourly intervals throughout the 24 hours, each observation taking the form of a short transmission during which signals reflected from the ionosphere are displayed on a cathode ray tube and recorded by photographic means. Results are transmitted to the Radio Research Station at Slough, England, and used in the preparation of world charts from which the most suitable frequency for any high frequency broadcast circuit can be predicted several months in advance. Predictions have been prepared for local W/T circuits by these means, the service forming part of the work of the station.

The absorptive properties of the lower layers of the ionosphere are also measured daily at noon. During the latter half of 1955 apparatus was introduced which has virtually eliminated any radio interference caused by these measurements.

In the work described above, the correlation of magnetic and ionospheric disturbances is of interest and a recording magnetometer is used for this purpose; this instrument records minute variations in the direction of the earth's field.

Ionospheric data obtained at high latitudes is most valuable and much useful information is received from Port Lockroy where a similar ionospheric recorder is operated by the staff of the Falkland Islands Dependencies Survey, in conjunction with D.S.I.R. The results from Port Lockroy are also sent to Slough.

The installation of apparatus for the recording of whistler type atmospherics and the measurements of radio noise over a wide range of frequencies is now being carried out. This is in preparation for the part the station will play in the programme for the International Geophysical Year, 1957-58. The recording of whistler atmospherics is being carried out as part of an international experiment and the measurements of radio noise as part of a world survey which will have applications in the provision of broadcast circuits and low frequency radio navigational aids.

The station employs a scientific staff of three and a handyman.

PART III

Chapter 1: Geography and Climate

THE Falkland Islands lie in the South Atlantic Ocean between 51° and $52\frac{1}{2}^{\circ}$ South and 57° and 62° West and are about 300 miles east and slightly to the north of the Straits of Magellan. There are two main islands, the East and West Falklands, divided by the Falkland Sound, running approximately north-east and south-west, and about 200 smaller islands around them within a space of 130 by 80 miles. The area, computed from the Admiralty chart, is as follows:

	<i>Square miles</i>
East Falkland and adjacent islands . . .	2,580
West Falkland and adjacent islands . . .	2,038
	<hr/>
Total	4,618
	<hr/>

The islands have a very deeply indented coastline and possess many excellent harbours and anchorages. The surface is hilly, attaining its maximum elevation of 2,315 feet in Mount Adam on the West Falkland. There are no navigable rivers. The entire country is covered with moorland, "white grass" (*Cortaderia hilosa*) predominating, although there are large areas of "diddle dee" (*empetrum*). There are numerous outcrops of rocks and here and there peculiar "rivers" of angular boulders, known locally as "stone runs", the origins of which are not known. Apart from Stanley, where practically every house has a garden, there is no cultivation except in the immediate vicinity of the farm settlements and shepherds' houses, where vegetables, fruit bushes and in some places oats and grass for hay are grown. The soil is mainly peat, but sandy areas occur. In general appearance the Falklands are bleak and inhospitable to a degree, but they can nevertheless look attractive in fine weather and the sunsets are often magnificent.

Trees exist only where they have been planted but there are areas of wild fuchsia (*Chiloitrichum diffusum*) and, on the West Falkland only, "Box" (*veronica elliptica*) is indigenous. Most of the islands and small coastal areas are clothed luxuriantly in tussac grass (*poa flabellata*) which is excellent food for stock and which has kept more than one shipwrecked sailor alive.

The capital, Stanley, is situated on a sharply rising hillside forming the southern slopes of a harbour entered from Port William, on the east of the group. It has about 1,200 inhabitants. Smaller settlements have been established at headquarters of the various sheep stations into which the Colony is divided. Of these the most important is Darwin, the headquarters of the Falkland Islands Company's farms, with a population of about 100. The entire territory outside Stanley is known locally as the "Camp" (Spanish: Campo—countryside).

The climate of the Falklands is often deplored. It is cool and windy, with an average annual temperature of 42° F. The islands are generally colder than any part of the British Isles, though temperatures below 20° F. are uncommon, even in mid-winter, because of the maritime exposure. For the same reason the maximum summer temperature seldom exceeds 70° F. Warm spells with light winds are infrequent and, when they do occur, are of brief duration. The islands are exposed to persistent strong winds which accompany fair weather as often as foul. The average wind speed throughout the year is 15 knots, and gales (winds whose mean speed is greater than 33 knots) develop for at least short periods almost one day in five, with a tendency to be more frequent in summer. Thus the islands are windier than almost any part of the British Isles except a few exposed coastal areas in the north and west. Precipitation, which is generally light or moderate in intensity, is fairly evenly spread throughout the year, but the summers are characterised by fair and very dry spells when north-west winds reach the area after the passage over the Andes. The average rainfall is about 28 inches per year, which is rather more than in London. The aggregate of bright sunshine, however, is almost exactly the same and averages four hours per day over the year.

Chapter 2: History

THE honour of first sighting the Falklands is thought to belong to Captain John Davis, who observed the group from his ship *Desire* in 1592. He sailed from Plymouth in an expedition commanded by Admiral Cavendish with the Philippines and the Coast of China, via Cape Horn, as their destination.

John Jane, the historian of the voyage, described the discovery of the islands as follows:

“The ninth (August 1592) wee had a sore storme, so that wee were constrained to hull, for our sailes were not to indure any force. The 14 wee were driven in among certaine isles never before discovered by any knowen relation, lying fiftie leagues or better from the shore East and Northerly from the Streights; in which place unlesse it had pleased God of his wonderful mercie to have ceased the winde, wee must of necessite have perished. But the winde shifting to the East wee directed our course for the Streights, and the 18th August wee fell with the Cape (Virgin) in a very thick fogge; and the same night wee ankered ten leagues within the Cape.”

These isles were the Falkland Islands.

Two years later Sir Richard Hawkins reports having seen them, and called them “Hawkins’ Maidenland” after Queen Elizabeth, and a Dutchman, Sebald Van Weerdt, appears to have visited some

of the outlying islands, thought to be the Jasons, on the north-west coast in 1598. They were long named the Sebaldine Islands and are so shown on a map hanging in the Secretariat at Stanley, bearing a date "about 1790".

The Falklands were so named by Captain Strong after Viscount Falkland, Treasurer of the Navy, in 1690. He sailed in the *Welfare* between the West and East Falklands and called the passage Falkland Sound. But it does not appear that his name was applied to the group as a whole before 1745.

To historians the islands are known also as "Les Malouines" after Viscount de Bougainville who sailed from the Brittany port of St. Malo; the Spanish variant of "Las Islas Malvinas" is used on the mainland of South America.

The recorded history of the islands begins in 1764 when a settlement was established by de Bougainville. Setting sail from St. Malo on 15th September 1763 he called at Montevideo—as is still the custom—where he took on board everything that was necessary to establish a settlement, including cows, calves, goats, sheep, pigs and horses. The Falklands were reached on the 31st January 1764. Finding no good anchorage at what is known as West Falkland, the expedition sailed round to East Falkland and entered Berkeley Sound. The site for the new settlement was selected on 17th March and a fort, St. Louis, was erected, together with several huts. On the 5th April formal possession in the name of King Louis XV was taken of all the islands under the name of "Les Malouines". Traces of this colony may still be seen at the western extremity of Berkeley Sound.

In the light of history it seems a strange coincidence that the Admiralty should have despatched to the Falklands about the same time a Captain John Byron ("Foul-weather Jack") with orders to seek some suitable place to use as a base. He made his landfall at Saunders Island and taking possession of this and all the neighbouring islands in the name of King George III, named the settlement and harbour "Port Egmont" after the Earl of Egmont, then the First Lord of the Admiralty.

On his departure he left Captain MacBride in charge and the latter, while circumnavigating the islands, was surprised to discover the French settlement at Port Louis less than 100 miles from his own base. He warned the French to remove themselves from the territory belonging to the English Crown and himself went to England to report his discovery. The Government thereupon decided to establish a settlement at Port Egmont and during 1766 both countries maintained settlements in the islands. For the next two years much bad feeling was engendered among the three great Powers of the period, France, Spain and England. Spain had for long regarded the South Atlantic as her own particular sphere of interest and was determined to resist any attempts by either France or Britain to appropriate the islands. After long, and very angry, correspondence, the French King consented to withdraw his subjects and it was duly done in 1767 on payment of a sum said to have amounted to £24,000. The Spaniards, having taken possession, changed the name of the settlement to

Soledad, and left a garrison there under authority of the Imperial Governor at Buenos Aires. Of this episode, de Bougainville wrote:

“I delivered our settlement to the Spaniards who took possession of it by planting the Spanish colours which were saluted at sunrising and sunset, from the shore and from ships. I read King Louis’ letter to the French inhabitants of this infant colony by which His Majesty permits their remaining under the Government of his Most Catholic Majesty. Some families profited of this permission: the rest, with the garrison, embarked on board the Spanish frigates.”

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June 1770 a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The one British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four pounders. The British Captain, playing for time, wrote to the Spanish commodore, requesting him to depart as soon as he had obtained “necessary refreshments”. In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries to the verge of war, but on 16th September 1771, after protracted negotiations, Port Egmont was restored to Britain. However, the settlement was short-lived, for the islands were abandoned by the British in 1774; before they left a plaque was erected on a blockhouse with the following inscription:

“BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty’s colours left flying as a mark of possession

by S. W. Clayton
Commanding Officer at Falkland Islands
A.D. 1774

”

While Port Egmont remained deserted the Spaniards maintained their settlement of Soledad until they too withdrew in the first quarter of the nineteenth century; the exact date is still uncertain. Apart from the sealing and other vessels which frequently took refuge in the natural harbours the Falklands were without permanent occupants for a number of years.

Argentine interests in the Falklands began in 1820 with the endeavours of Louis Vernet to revive the settlement at Port Louis (or Soledad). Vernet, by origin a German from Hamburg who had long resided in America, had moved to Buenos Aires. Under the authority of the Republic of Buenos Aires he finally took possession of Soledad in August 1829. British protests followed this action, although the situation remained quiet until 1831. Vernet then seized three United States vessels, a rash action which eventually led to the American warship *Lexington* destroying the small fort at Soledad and retaking the vessels which had been seized.

Argentine claims to the islands persisted, but the British Government re-asserted its sovereignty in 1832 by sending out His Majesty's ship *Clio* under command of Captain Onslow. On reaching Port Louis he found 25 Argentine soldiers, and a schooner flying the Argentine colours. The Argentine commander was acquainted with the object of the mission and given orders to quit; while consenting to embark his soldiers he kept the Argentine flag flying whereupon Captain Onslow landed, hoisted the British flag, and sent an officer to haul down the foreign flag which was delivered on board the Argentine ship. On leaving Port Louis in 1833 Captain Onslow entrusted William Dickson (Vernet's storekeeper) with the care of the settlement, leaving him with instructions that the British flag be hoisted when any vessels anchored and on all holidays.

The year of establishment of the Colony is marked with a savage crime which will cause less surprise if the wild nature of the settlers remaining at Port Louis is called to mind—sealers and whalers of various nationalities, Indians, convicts and gauchos from South America and adventurers generally disposed to resent the mere existence of authority. On the 26th August 1833 without warning, and, as far as is known, for no tangible cause, Mathew Brisbane (Vernet's agent) and William Dickson were brutally done to death by three gauchos and six Indians assisted by some deserters from vessels who supplied the firearms. Brisbane lies buried in the cemetery there, and his grave, put in order by Governor Allardyce many years after, and restored again by Sir James O'Grady in 1933, is now cared for and honoured.

When the news of the crime became known Lieutenant Henry Smith, R.N. was sent to the Colony as Governor and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E. in 1841. Governor Moody laid out a township which he named Anson and then removed in 1844 to Stanley, the present capital.

After difficult times in the beginning further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm property on his own account and in 1851 transferred it to the Falkland Islands Company which was incorporated by charter that same year. The Falkland Islands Company besides owning Lafonia

has extensive tracts of land in the northern half of the East Falkland Island and also in the West Falkland Island, and carries on business as shipping agents and general merchants in Stanley.

In 1849 a small garrison composed of sappers, which had been maintained in the Colony, was replaced in turn by a garrison of Marines, 25 in number and all married. About this time the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The settlement did not succeed and the experiment had to be abandoned. Bishop Stirling who was consecrated the first Bishop of the Falkland Islands in 1869 came out to Keppel Island as superintendent of the settlement in 1862.

In February 1871 the Duke of Edinburgh visited the islands and in January 1881 Prince (later King) George entered Port William together with his brother Albert Victor on board H.M.S. *Bacchante*, but was prevented from landing by receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of wild cattle running freely over the East Falkland Island. These wild cattle were descendants of the cattle introduced by de Bougainville and of later importations during the Spanish occupation; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor. Sheep farming was attempted first by the brothers Whittington on East Falkland where, by the year 1860, a considerable number of sheep was being run, and shortly afterwards a start was made on the West Falkland. Between 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently the wild cattle were killed off by degrees and have now become almost extinct.

The Colony enjoyed a steady prosperity from the proceeds of its wool, but few landmarks of positive progress stand out other than that in 1885 the Colony became entirely self-supporting and that in 1912 a wireless station was opened. Indeed, the Falkland Islands were little remembered until the 8th December 1914 when they sprang into fame as the scene of Sturdee's brilliant victory over Graf von Spee. Not long before they had bidden farewell to Craddock on the eve of Coronel. The eighth of December has been adopted as a national day and is annually celebrated by religious services and by a public holiday. A memorial commemorating this victory was unveiled on the 26th February 1927.

When war was declared in 1939 the Falkland Islands Defence Force was embodied in order to man the previously chosen outposts and gunsites, and training of the infantry company was greatly intensified. At the same time the Colony's value as a naval base became obvious as a result of the activity in the South Atlantic. One notable local event was the return of the British cruisers after the Battle of the River Plate to land the wounded who were cared for in the local hospital for several weeks. At the beginning of 1940 there were at one time as many as six cruisers in Stanley harbour and its approaches, but after the disappearance of the German raiders,

naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and, perhaps, too remote for submarine warfare.

In 1942, following the outbreak of war with Japan, a garrison of Imperial troops arrived. It comprised the 11th Battalion, the West Yorkshire (the Prince of Wales' Own) Regiment the 259th A.A. Battery, R.A., and parties of the Auxiliary Corps, in all some 2,000 officers and men. The sending of such a force was an indication of the strategic importance of the Colony. The manpower shortage continued because batteries and outposts manned by the local force had to be kept at full strength.

Until a permanent camp of Nissen hutting was constructed, the 2,000 troops were billeted in the town and the householders of Stanley, despite all inconveniences including the evacuation of schoolchildren to the Camp, displayed the hospitality which is a characteristic of the Falkland Islands. The Force left at the beginning of 1944 and was greatly missed; it was succeeded by a much smaller body, about 200 men, which was responsible for the maintenance and eventually the dismantling of the camp, and was withdrawn in 1945.

Unemployment in the Colony disappeared with the calling-up of men for the Falkland Islands Defence Force and this mobilisation embarrassed civil affairs in the early days. Military and civil manpower needs were a matter for frequent adjustment throughout the war, and although neither was perhaps fully satisfied, a state of fair equilibrium was reached at least as regards essential activities. The drift of men into Stanley which had been going on for some years was aggravated in the early days of the war and has had a marked and permanent effect in a labour shortage on the farms.

Stanley Town Hall was accidentally burned to the ground in 1944. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building contained also the Public Library, the Museum, and certain Government offices. A new Town Hall was opened in 1950.

The roads in Stanley deteriorated on account of heavy military traffic, for which they were not designed, and their reconstruction will be a long and expensive task.

During the war the Colony and Dependencies made gifts of over £70,000 to the United Kingdom as a war contribution, including some £20,000 for war charities. Ten Spitfires were purchased with £50,000 of this total, which was voted by the Legislative Council in 1940, and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the Armed Forces, Merchant Navy, Nursing Services and the Land Army in the United Kingdom. After the war some of them elected to stay there.

Chapter 3: Administration

AT the head of Government is the Governor and Commander-in-Chief, who in the years under review was advised by an Executive Council composed of four official and three unofficial members.

Until the end of 1955 the *ex-officio* members of the Executive Council were the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer, but the Royal Instructions were then amended to provide for the inclusion of the Colonial Treasurer in place of the Agricultural Officer.

The constitution of the Legislative Council was changed in 1951, thereby reducing the number of nominated official members from three to two and giving, for the first time, a majority to the unofficial members. This reconstituted Council first met in 1952 and was dissolved in December 1955 on completion of its term of office, pending a general election.

In November 1955 the Falkland Islands (Legislative Council) Order-in-Council, 1948, was amended to provide for the holder of the substantive post of Colonial Treasurer to be an *ex-officio* member of Council in place of the Agricultural Officer.

Local Government is confined to Stanley where there is a Town Council consisting of six elected members and three nominated by the Government. The members of the Council elect one of their members annually as chairman. The Town Council election is held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

Chapter 5: Reading List

ALLARDYCE, Sir W. L. *A Short History of the Falkland Islands*. Letchworth, Garden City Press, 1909.

BAKER, H. A. *Final Report on Geological Investigations in the Falkland Islands, 1920-2*. Stanley, C.S.O., 1924.

BOYSON, V. F. *The Falkland Islands*. Oxford Clarendon Press, 1924.

BROOKS, C. E. P. *The Climate and Weather of the Falkland Islands*. Stanley, C.S.O., 1923.

COBB, A. F. *Wild Life in the Falkland Islands*. London, Gowans, 1910.

COBB, A. F. *Birds of the Falkland Islands*. London, Witherby, 1933.

DAVIES, W. *The Grasslands of the Falkland Islands*. Stanley, C.S.O., 1939.

ELLIS, J. M. *The Falkland Islands: A short notice prepared on the occasion of the Centenary of the Colony*. Stanley, C.S.O., 1933.

- EVANS, H. R. *Plants which have flowered successfully in Gardens of the Falkland Islands*. Stanley, C.S.O., 1944.
- FARRERE, C., AND CHACK, L. P. *La bataille des Falklands*. Oxford University Press, 1928.
- GEOBEL, JULIUS, JR. *The Struggle for the Falkland Islands*. New Haven, Yale University Press and London, Oxford University Press, 1927.
- GROUSSAC, Paul. *Les Illes Malouines*. Buenos Aires, 1910.
- MCKINNON, L. B. *Some Account of the Falkland Islands*. London, 1840.
- MCWHAN, W. F. *The Falkland Islands To-day*. Scotland, Stirling Tract Enterprise, 1952.
- MIDDLETON, SIR J. *Memorandum on Sheep Farming Industry in the Falkland Islands*. Stanley, C.S.O., 1924.
- MUNRO, HUGH. *Report of an Investigation into the Conditions and Practice of Sheep Farming in The Falkland Islands*. Stanley, C.S.O., 1924.
- PENROSE, BERNARD. *An Account of the Last Expedition to Port Egmont in 1772*. London, 1775.
- SKOTTSBERG, C. *A Botanical Survey of the Falkland Islands*. Uppsala, 1913.
- VALLENTIN, E. F. *Illustrations of the Flowering Plants and Ferns of the Falkland Islands*. London, Reeve, 1921.
- WHITTINGTON, G. T. *The Falkland Islands*. London, 1840.

THE DEPENDENCIES

PART I

General Review of 1954 and 1955

ACTIVITIES of the Falkland Islands Dependencies Survey during 1954 remained generally at the same level as in 1953 although a large hut was built at the Argentine Islands. This was specially designed to house a staff of 10 and scientific equipment for a programme to be implemented during 1954 and 1955. The hut was almost completed by the 1st July when the first part of the scientific programme commenced with daily radio sonde ascents.

There was a marked increase in activities during 1955 with the establishment of new bases on Horseshoe and Anvers Islands. Further progress was made with the scientific programme at the Argentine Islands with the erection of a non-magnetic hut and a balloon-filling shelter. Daily ozone and solar radiation measurements began on the 1st July.

Hope Bay had a successful sledging season and also produced interesting results in medical research and dog physiology.

Meteorological observations were extended to cover the full 24 hours from the 1st October and experimental automatic recording equipment was installed at two stations.

A large hut was built at Signy Island to replace the original small hut and to provide extra accommodation and work rooms for additional staff who were recruited to make detailed topographical and geological surveys of the South Orkney Islands.

During the 1955-56 summer two 75 kilowatt and one 27 kilowatt generators were installed at South Georgia, and all Government buildings were re-wired and electric cookers and water heaters installed. The whole project cost £26,000.

PART II

Chapter 1: Population

THE population of South Georgia comprises the workers at the whaling stations and a few Government servants at Grytviken (King Edward Cove) in Cumberland Bay. The total population in 1955 was 1,329. Two deaths were registered in 1954 and two in 1955. There were neither marriages nor births. The population fluctuates with the whaling season; in the winter the total declines to rather less than half.

Chapter 2: Occupations, Wages and Labour Organisation

OCCUPATIONS

WHALING and, to a small extent, sealing—with the necessary auxiliaries of repair shops—are the only occupations in South Georgia. Labour is recruited from overseas, mainly from Norway and the United Kingdom, on special terms adopted by the whole whaling industry. The whaling season is from October to April and the men work about 60 hours a week. During the remainder of the year the average number of working hours is 46. Sealing operations are conducted only from Grytviken.

WAGES AND COST OF LIVING

THERE is a system of bonuses according to production and, besides wages and bonuses, all hands are provided with quarters, light and food, which, although plain, is good and plentiful. All foodstuffs are supplied by the companies, and no cost of living bonus is awarded. There are no shops or private trade, but each station has a “slop chest” where clothing, tobacco, etc. may be purchased.

Chapter 3: Public Finance and Taxation

REVENUE for 1954–55, including a grant of £85,650 from Her Majesty's Government towards the cost of the Survey, amounted to £300,327 and expenditure was £308,511. In 1953–54 the grant amounted to £101,989; expenditure was £297,470.

The revenue and expenditure figures since the 1st July 1950, are as follows:

	<i>Revenue</i> £	<i>Expenditure</i> £
1950-51 . . .	195,137	200,697
1951-52 . . .	155,697	187,458
1952-53 . . .	207,741	210,218
1953-54 . . .	345,500	297,470
1954-55 . . .	300,327	308,511

The general revenue balance at the 30th June 1955 was £96,866 and on the same date the Reserve Fund amounted to £123,523. The Dependencies' financial year is from the 1st July to the 30th June.

The main heads of taxation are customs and income tax (for details see pp. 15 and 16). Revenue received was as follows:

	<i>Import Duties</i> £	<i>Export Duties</i> £	<i>Income Tax</i> £
1953-54 . . .	12,256	45,663	48,514
1954-55 . . .	10,867	108,029	52,950

Chapter 4: Banking and Currency

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1 and 10s. denominations and United Kingdom coinage.

There are no banks, but facilities are provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

Chapter 5: Commerce

EXCEPT for a certain amount of whale meat and fish, all the Dependencies' requirements of foodstuffs are imported.

The value of imports and exports for the years 1954 and 1955 was:

IMPORTS

(Including imports from the High Seas for re-export)

	<i>1954</i>	
	<i>Tonnage</i>	£
Raw Materials . . .	120,842	1,655,134
Manufactured Goods . . .	2,715	601,000
Food, drink and tobacco . . .	2,039	265,007
Miscellaneous . . .	1,660	215,276
Total . . .	127,256	£2,736,417
	<i>1955</i>	
	<i>Tonnage</i>	£
Raw materials . . .	122,852	1,575,001
Manufactured goods . . .	1,909	499,756
Food, drink and tobacco . . .	1,526	164,064
Miscellaneous . . .	1,663	225,189
Total . . .	127,950	£2,464,010

Imports from the High Seas included in the above:

1954: 12,348 tons—£767,728
1955: 10,090 tons—£700,300

Principal Imports and Sources of Supply

<i>Item</i>	<i>Value</i>	<i>Quantity</i>	<i>Principal Supplying Countries</i>
1954	£	tons	
Coal, coke, fuel oil and lubricating oil	854,934	108,127	Netherlands £642,219
Hardware and machinery	408,177	2,142	United Kingdom £310,703
			Norway £64,373
Food, drink and tobacco	264,520	2,031	United Kingdom £149,160,
			Norway £67,428
Radio and electrical goods	100,406	87	United Kingdom £83,159
Rope	92,006	226	—
Paints and oils	46,309	176	United Kingdom £44,435
1955			
Coal, coke, fuel oil and lubricating oil	842,970	112,176	Netherlands £406,355,
			Venezuela £362,339
Hardware and machinery	325,289	1,468	United Kingdom £169,172,
			Norway £141,838
Food, drink and tobacco	163,864	1,520	United Kingdom £83,231,
			Norway £45,531
Radio and electrical goods	121,545	160	United Kingdom £95,939
Rope	67,319	162	United Kingdom £43,107
Paints and oils	31,725	142	United Kingdom £28,765

Principal Supplying Countries

	1954	1955
	£	£
United Kingdom	768,191	529,450
Argentine	129,176	116,197
Belgium	118,630	—
Netherlands (Antilles)	642,219	403,655
Norway	254,357	311,461
Venezuela	—	362,339

*Sources of Imports**Percentages of imports by values and origin*

	1954	1955
British Commonwealth	28·08	22·08
Foreign Countries	43·85	49·50
High Seas	28·07	28·42

EXPORTS

Total Exports—including re-exports

	1954	Quantity
	£	
Whale oil and seal oil	2,345,941	208,798 barrels of 40 gallons
Other whale products	1,228,666	20,729 tons
Other goods	121,178	11,696 tons
Whale oil re-exported	1,124,817	102,221 barrels
Total	4,820,602	
	1955	Quantity
	£	
Whale oil, etc.	1,408,181	185,739 barrels
Other whale products	1,116,357	30,989 tons
Other goods	126,937	11,905 tons
Whale oil re-exported	709,253	57,022 barrels
Total	3,360,728	

Principal destinations of exports, by value

	1954	1955
	£	£
United Kingdom	3,773,818	2,830,539
Netherlands	944,160	426,970

Percentage of total exports by value and destination

	1954	1955
British Commonwealth	78·29	84·28
Foreign Countries	19·79	12·90
High Seas	1·92	2·82

Chapter 6: Production

WHALING and sealing are the only industries in the Dependencies and the by-products of the whale, such as meat-meal and guano, are the sole products. The whaling season lasts for six months, from October until April. Sealing takes place from September to the end of October and from early March to early April. For the primary purpose of assisting whaling operations, the Government has, since January 1950, maintained a meteorological station in South Georgia, and in 1955 there were eight other stations in various parts of the Dependencies manned by personnel of the Falkland Islands Dependencies Survey.

Whaling

There are three whaling stations all of which are in South Georgia, and a ship repair base with a dry dock at Stromness. The average price of first grade whale oil in 1953–54 was £67 12s. 2d. per ton; in 1954–55 it was £74 per ton.

In the 1953–54 season 3,590 whales were killed giving 184,555 barrels of oil valued at £2,023,993. Bags of meat meal totalled 166,616 worth £809,970. In the 1954–55 season 3,181 whales were killed, giving 180,723 barrels of oil valued at £2,094,048. Bags of meat meal totalled 170,734 worth £833,325.

The following table shows the catch and production of whales for the past six seasons:

<i>Season</i>	<i>Number of Whales</i>	<i>Oil (barrels)</i>	<i>Bone Meal (bags)</i>
1949–50	3,356	148,166	144,346
1950–51	2,817	152,001	126,091
1951–52	2,630	144,614	113,385
1952–53	2,270	119,905	103,233
1953–54	3,590	184,555	166,616
1954–55	3,181	180,723	170,734

Sealing

This is confined to the surplus males of the herd of elephant seals (*Mirounga leonina*) which, with the co-operation of the sealers, has been carefully guarded by the Administration; and, in accordance with a report submitted by the Falkland Islands Dependencies Survey biologist, the annual catch has been restricted to 6,000 for a five-year period starting in 1952. Sealing is carried out under licence, and the coasts of South Georgia are divided into four regions of which only three are worked annually so that each division is rested one year in four. The catches for the last five seasons have been:

<i>Seasons</i>	<i>Seals</i>	<i>Oil (barrels)</i>	<i>Average per Seal (barrels)</i>
1951 . . .	7,877	14,608	1·855
1952 . . .	6,000	10,807	1·801
1953 . . .	6,000	11,475	1·912
1954 . . .	6,000	11,425	1·904
1955 . . .	6,000	12,068	2·011

Chapter 7: Social Services

EDUCATION

THERE were three children in South Georgia during 1954 and 1955. There were no educational facilities but books and materials were obtainable from the Education Department in Stanley.

HEALTH

APART from the common cold introduced from visiting ships the Dependencies were remarkably free from sickness. The accident rate among whaling crews was high.

The whaling companies employed their own doctors, and each had a sick-bay. The Government contributed a share of the salary of the Medical Officer at Grytviken. A dentist, appointed and paid by the Government and equipped by the companies, was recruited at the end of 1953 and remained during the period under review.

HOUSING

ALL Government officials were well housed and the accommodation provided by the whaling companies for the men working on the stations was adequate.

SOCIAL WELFARE

EACH of the whaling companies had its own cinema. Football is the most popular sport in summer and ski-ing in winter.

Chapter 8: Legislation

THE following Ordinances applicable to the Dependencies were enacted:

- 1954. *The Application of Colony Laws Ordinance*, providing for the application to the Dependencies of certain Ordinances of the Colony.
- 1955. *The Application of Colony Laws Ordinance*, providing for the application to the Dependencies of certain Ordinances of the Colony.
The Customs (Dependencies) Ordinance, providing for an alteration of the export duty on whale solubles.
The Customs (Dependencies) (Amendment) Ordinance, under which the expression "whale solubles" was defined.

Chapter 9: Justice, Police and Prisons

THE Administrative Officer is also the Magistrate. He sits at Grytviken in the first instance, and the Supreme Court in Stanley is common to all the Dependencies. One police constable is stationed at South Georgia.

One licensing offence was dealt with in South Georgia during 1955.

There is a small prison at Grytviken; the police constable acts as gaoler when required.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations and the Government quarters have their own water and electricity supplies. The Government power station consists of two 75 kilowatt and one 27 kilowatt generators, both of which were installed in 1955 at a total cost of £26,000, including re-wiring and the installation of water heaters and cookers.

Chapter 11: Communications and Transport

THERE is no regular sea communication between South Georgia and Stanley, but during the whaling season the opportunity occurs for the passage of mails direct between Europe and the River Plate and South Georgia. Ships of the pelagic fleet call at South Georgia on their way to the whaling grounds in November and again on their return journey in March.

South Georgia is visited at least twice a year by the R.R.S. *John Biscoe* for refuelling in the course of her annual relief tours of the Dependencies.

Three floating docks are maintained by the whaling companies at South Georgia, one at Grytviken and two at Stromness Harbour. A dry dock has been constructed at Stromness, which is capable of taking vessels up to 1,000 tons. The floating dock at Grytviken is 133 feet long and 34 feet broad; it has a lifting capacity of 600 tons. It will house vessels up to 140 feet in length and 15 feet 6 inches draught. The other dock at Stromness is 150 feet long and 34 feet wide; this will accommodate vessels up to 160 feet in length and 15 feet in draught.

There are two ports of entry in the Dependencies, one at Grytviken, South Georgia, and the other at Port Foster, Deception Island, in the South Shetlands.

The following ships entered at South Georgia in 1954 and 1955:

<i>Nationality</i>	<i>1954</i>		<i>1955</i>	
	<i>Vessels</i>	<i>Tonnage</i>	<i>Vessels</i>	<i>Tonnage</i>
British . . .	43	89,176	38	90,081
Foreign . . .	13	57,321	36	66,781

The tonnage represents the total net register.

Post offices are maintained at each of the Survey Bases and at South Georgia. Because of the enthusiasm of philatelists the sale of stamps is out of all proportion to the population and forms a large item in the revenue of the Dependencies.

The Colonial Wireless Station at Grytviken is in regular communication with Stanley through which traffic passes overseas.

Chapter 12: Meteorological Service

THE Falkland Islands and Dependencies Meteorological Service (which was established in 1950) is constituted as an integral part of the Falkland Islands Dependencies Survey and embraces also the forecasting offices at South Georgia and Stanley, Falkland Islands. The headquarters of the service is at Stanley, and the cost of its operation is carried on the Dependencies' budget, with a contribution from the Colony.

The general functions of the service are:

- (1) Provision of forecasting services for the whaling fleets operating in the waters of the Falkland Islands and Dependencies.
- (2) Provisions of local forecasts in the Falkland Islands for the general public, for coastal shipping and the Government Air Service.

- (3) The organisation of meteorological observations in the Falkland Islands and Dependencies and the broadcasting of this information in the form of collective synoptic messages designed for international use.
- (4) The collection and publication of climatic data.
- (5) Limited investigation into the meteorology of the Falkland Islands and Dependencies area.

Forecasting Services

Forecast bulletins were broadcast from Stanley and South Georgia during the whaling seasons and local area forecasts for both the Falklands and South Georgia were issued throughout the period.

Reporting Stations and Collective Broadcasts (FICOL)

Full reporting stations were maintained at Stanley, Grytviken and the F.I.D.S. Bases at Signy Island, Admiralty Bay, Hope Bay, Deception Island and Argentine Islands. A subsidiary station was also operated at View Point, several miles south of Hope Bay, but was not continuously manned, and a full reporting station was opened at Horseshoe Island during 1955. A radio sonde station was opened at Argentine Islands in July 1954 and, except for a short break in December of that year, daily ascents were made at 1400 G.M.T. Three subsidiary stations were maintained in the Falkland Islands by part-time observers.

All synoptic reports and upper air results were transmitted to Stanley in several radio schedules each day, but only the reports for the four main synoptic hours were re-transmitted in collective messages (FICOLS). These broadcasts were made at 1300, 1900 and midnight G.M.T., the 0600 G.M.T. synoptic reports being included as "retards" with the 1200 G.M.T. reports in the 1300 G.M.T. transmission. Reports from ships were included when available and the results of the radio soundings made in Stanley by the British Radio Sonde Unit were also included, with the permission of the Director of Meteorological Office, Air Ministry. All broadcasts were made on two frequencies simultaneously, the main frequency being provided by the Government Radio Station, on a Marconi Standard transmitter with an output of $3\frac{1}{2}$ kilowatts.

Climatological Work

Daily returns were prepared for all stations and annual tables, which included frequency summaries, were issued for 1953. The climatological publication for 1945–50, prepared under the supervision of the Meteorological Office, London, was published in 1954.

Air Ministry Upper Air Unit

Since 1947 the Meteorological Office of the Air Ministry has maintained a Radio Sonde Unit in Stanley and this continued to make regular daily flights during 1954 and 1955. Using British radio sonde and radar wind-finding equipment the Unit measures temperatures, humidities and winds to high level, usually to more than 50,000 feet.

The Air Ministry accepts financial liability for this work, and provides the staff, but, with the permission of the Director, the results are included in the collective messages and climatological publications of local service.

Staff

Considerable difficulty was experienced in maintaining a nucleus of trained staff, both at headquarters in Stanley and at stations in the Dependencies.

Further details of the Meteorological Service are available in their Annual Reports which are published by the Government Printing Office and may be obtained either through the Meteorological Service in Stanley, or the Crown Agents for Oversea Governments and Administrations in London.

Chapter 13: Falkland Islands Dependencies Survey

ANNUAL RELIEF 1953-54

THE R.R.S. *John Biscoe* left Southampton for her annual relief voyage to the Falkland Islands Dependencies on the 1st October 1953 and arrived at Stanley on the last day of the month after an uneventful voyage. She sailed for her first voyage south on the 9th November and visited the Falkland Islands Dependencies Survey stations at Admiralty Bay, Deception Island, Port Lockroy, Hope Bay and Signy Island and finally put in to Grytviken, South Georgia, for water and bunkers before returning to Stanley via Hope Bay on the 23rd December. A considerable amount of pack ice was encountered but many of the concentrations were avoided by detours.

During the voyage relief personnel, mail and replacement stores were landed at all the stations visited and their diesel electric equipment overhauled by the ship's engineers. Assistance was given to H.M.S. *Neriede* which was *en route* to Deception Island to land a party of Marines. Because of ice conditions the ship was unable to proceed beyond Cape Melville, and the Marines, complete with their baggage and stores, were given onward passage in the F.I.D.S. vessel. A survey/geological party from Hope Bay with their dog teams and equipment were landed on the north-west corner of Joinville Island. A short voyage was made from Stanley to Pebble Island, Carcass Island and West Point and Golding Islands to collect live sheep and carcasses for delivery to the three South Georgia whaling stations. The voyage occupied the vessel from the 4th to the 14th January 1954.

The *John Biscoe* left to complete the relief of the Antarctic bases on the 29th January and visited Signy Island, Hope Bay, Port Lockroy, Argentine Islands, Deception Island and Admiralty Bay and again called at Grytviken for bunkers and fresh water. Some ice

was seen but this was avoided by detours. The return voyage was made against a series of westerly gales and the passage was uncomfortable.

The relief of all stations was completed and the wintering parties left in safety. The survey/geological party having completed the survey of Joinville, d'Urville and Dundee Islands was returned to Hope Bay. Considerable assistance was given to the shore party at the Argentine Islands where new buildings were being erected and the station moved from Winter Island to a better site on Galindez Island.

Some hydrographic survey was done by the vessel during passage and rock samples were collected from the Copper Peak area of Anvers Island. The South Sandwich Islands were circumnavigated and the volcanoes on several of the islands noted to be active.

The vessel arrived back in Stanley on the 15th April and made a short voyage to the West Falkland between the 8th and 10th May, before leaving for the United Kingdom on the 14th May. The return journey was made via Lively Island and Goose Green to collect sheep carcasses for delivery at the whaling companies at South Georgia and to deliver their last mail of the season, which had been routed through Montevideo and Stanley. The R.R.S. *John Biscoe* arrived safely in the United Kingdom having completed a round voyage of nearly 27,000 miles.

WORK AT BASES DURING 1954

THE Falkland Islands Dependencies stations at Port Lockroy, Deception Island, Hope Bay, Argentine Islands, Admiralty Bay and Signy Island were occupied during 1954. Full meteorological observations were maintained at all stations except Port Lockroy, where the main work was continuous ionospheric recordings, but where a brief weather log was kept.

A party of Royal Marines augmented the shore party at Deception Island for the summer period, November 1953 to March 1954. They built a pontoon landing stage to facilitate loading and unloading stores and piped the water from a nearby melt stream to the Base hut.

Hope Bay maintained parties for long periods during the year at their subsidiary station at View Point for the purpose of hunting seals to provide food for husky dogs and to collect additional weather and sea ice information. As well as routine journeys to and from View Point, a total of over 1,000 miles was covered by sledging parties, mainly to build up depôts of stores in the field for long journeys planned for 1955. Some geology and topographical survey was done during the year, mainly in the areas of Cape Longing and the Seal Nunataks, and limited medical research continued. Considerable progress was made with a detailed survey of the Hope Bay/View Point/Beak Island area. Geological samples taken from Joinville and adjacent islands during the 1953-54 summer were examined and studied during the year.

The main project of the year was at Argentine Islands where a new hut was built on Marina Point on Galindez Island and the

existing installations moved across from Winter Island. The main building was considerably larger than any previous building erected by the Survey and was designed to house a party of 10 men, with indoor storage space available for food and general stores, anthracite and fuel oil, and a number of rooms set aside for a scientific programme of work to be commenced in 1955. Equipment was also provided to set up a radio sonde station; the installations were completed and the first daily ascent made on the 1st July.

Ornithological studies and seal counts continued at Signy Island and a number of Weddell Seal pup skins were collected and sent back to the United Kingdom for investigation of their commercial value as furs or for leather.

ANNUAL RELIEF 1954-55

THE annual refit of the R.R.S. *John Biscoe* was completed by the end of September and she sailed from Southampton on the 4th October 1954. She proceeded via St. Vincent in the Cape Verde Islands and Montevideo and arrived at the Falkland Islands on the 4th November.

The vessel left on her first southern voyage on the 11th November, with His Excellency the Governor on board, and returned to Stanley on the 22nd December having visited all bases with the exception of Signy Island. His Excellency transferred to H.M.S. *Veryan Bay* at Deception Island on the 24th November and in her continued his tour of the Dependencies, visiting Signy Island and the Government Station and the whaling stations at South Georgia, and arriving back at Stanley on the 10th December.

The R.R.S. *John Biscoe* experienced very rough weather across Drake's Passage and the high beam seas made the vessel roll violently. She was storm bound at Hope Bay from the 21st to the 23rd November and dragged anchors, but was able to re-anchor more securely and rode out the storm with two anchors out and eight shackles on each.

Heavy concentrated pack ice was encountered on the way to Port Lockroy in Dallman Bay and the vessel had to put about and approach through the Gerlache Strait which was navigable at slow speeds. An attempt was made to land a geological/survey party on Anvers Island on the 1st December but it was impossible to find a landing place suitable because of heavy pack and fast ice. The journey from Port Lockroy to the Argentine Islands which normally takes four hours took 10 days under the ice conditions prevailing at the time. Steady progress was made as far as the Lemaire Channel, which was very closely packed with large old floes presenting great difficulty to navigation. The Channel was finally cleared and again steady progress made through a light field of fast ice which became thicker as the ship progressed south. The vessel could eventually only make progress by moving astern and then forward to break the ice, but she finally became completely beset off Petermann Island. From the 5th to the 12th December the vessel was very slowly

pushing through solid fast ice sometimes as thick as six feet. The return journey proved almost as difficult and again it was impossible to land the geological party at Anvers Island.

Replacement stores and equipment and mail were landed at all bases visited and personnel due for early relief were changed. A specially built non-magnetic hut to be used for geophysical work was landed at the Argentine Islands.

The R.R.S. *John Biscoe* left Stanley on the 26th January 1955 on her second voyage south, calling first at Signy Island to deliver the annual replacement stores and equipment and to land the building material for a new base hut of a similar type to the one built at the Argentine Islands during the previous year. The vessel remained at the station until the 9th February by which time the foundations of the new hut were almost completed. She then sailed to South Georgia for bunkers and fresh water and to load further supplies of F.I.D.S. stores brought there from the United Kingdom by a whaling transport vessel. The *John Biscoe* arrived back in Stanley on the 20th February and secured alongside the m.v. *Norsel* at the public jetty. This last named vessel was on charter to the Survey to establish two new bases in the Dependencies.

The third voyage to the Dependencies began on the 28th February and the vessel arrived back in Stanley on the 4th May. His Excellency the Governor again travelled south with her and transferred to H.M.S. *Burghead Bay* on the 28th March at Deception Island for return to Stanley via Signy Island.

On the outward voyage the *John Biscoe* was hove to in a high, confused sea and heavy swell in Drake's Passage on the evening of the 1st March. The wind veered during the following day and gradually decreased and the vessel was able to proceed to Admiralty Bay where she arrived on the 4th. The vessel then continued to Port Lockroy to rendezvous with the m.v. *Norsel*, and thence to the Argentine Islands to assist with the erection of the new non-magnetic hut. The vessel remained at the latter station from the 8th to the 19th March and during the period caught some 150 seals for shipping to Hope Bay for feeding their husky dogs. The next port of call was at the new station established by the m.v. *Norsel* on Anvers Island, where for the next few days assistance with building operations was given to the shore party.

The vessel then put in to Port Lockroy to complete the annual relief, but during the night and early morning of the 25th March there was a north-easterly gale and the vessel dragged anchor and grounded on Bill's Island. The engines were used and the vessel was re-floated, but the propeller bumped heavily on the rocks. The vessel was re-anchored, but with the wind force steadily increasing it was decided to weigh anchor and put to sea for Deception Island. Visibility was very poor at the time with continuous snow and navigation out through the Channels was entirely by radar.

She arrived at Deception Island just before midnight and anchored in Whalers Bay. H.M.S. *Burghead Bay* arrived on the 26th bringing mail from Stanley and the m.v. *Norsel* arrived from

the south on the following day to collect mail for onward delivery to the southern Bases. The *John Biscoe* sailed for Hope Bay on the morning of the 28th March and again had considerable difficulty navigating through heavy concentrated pack ice stretching from Montravel Rock right into the Bay. The discharge of cargo proved difficult but was finally completed on the 5th April when the vessel commenced to weigh anchors, but the port anchor was found to be foul of the starboard chain. With a rapidly increasing wind from the south-west this proved a long and arduous task and the vessel was not free until late afternoon. She steamed into Antarctic Sound and on the 6th April found anchorage at the north-west extremity of Beak Island. Further progress towards View Point was impossible because of fast ice and stores were landed on Beak Island for later transfer by sledging parties to the station site.

The task being completed the vessel returned to Hope Bay and thence to Admiralty Bay and Signy Island, completing the annual relief at each station. Severe vibration developed in the stern bearing during this part of the voyage and speed had to be considerably reduced. From Signy Island the vessel proceeded to Stromness, South Georgia, where she arrived on the 15th April, having taken over three days *en route* because of the excessive vibration which necessitated reducing speed to four knots. At this stage the vessel was in very poor shape and was making almost as much water through the stern gland as the pumps could discharge.

All stores and fuel oil were unloaded to lighten the vessel and she was drydocked on the 19th April. Extensive repairs were carried out to the stern post and tail end shaft and bearing and the vessel was refloated on the 29th April. Stores were reloaded, bunkers taken and fresh water tanks filled before she sailed for Grytviken, to collect mail, and onwards to Stanley where she arrived on the 4th May. The vessel left for the United Kingdom on the 16th May, where she arrived on the 19th June, having completed a round voyage of some 22,000 miles.

The m.v. *Norsel* left the United Kingdom on the 16th January 1955 loaded with sectional buildings, stores, materials and equipment for setting up two new F.I.D.S. stations in Antarctica. The sites chosen were on Anvers Island and in Marguerite Bay. During the voyage from the United Kingdom to the Falkland Islands the twelve F.I.D.S. personnel on board assisted the Norwegian crew to paint the ship.

Five days were spent in Stanley loading further stores and equipment and taking on bunkers and fresh water. The vessel left for the Dependencies in the evening of the 20th February, calling first at Hope Bay to collect 22 husky dogs, then at Port Lockroy where she anchored overnight on the 27-28th. A search for a suitable site on Anvers Island was begun at daybreak on the 28th, and before dusk such a site had been found, about five miles to the east of Cape Albert de Monaco, and some six boatloads of stores had been put ashore. By the 3rd March unloading was completed and tents had

been erected for the shore party. The vessel remained at anchor off the station, the officers and crew assisting with the building operations, until the 7th March by which time the concrete foundations were almost completed.

The vessel again called at Port Lockroy where she met the *Biscoe* and collected stores, and then proceeded south via Argentine Islands. So far during the journey little ice had been seen but there was heavy pack to the south of the Maurice Faure Islands. A way through the ice was found between these islands and the Dion Islands leading into Marguerite Bay. The vessel was stopped when off Cape Calmette by fast ice and it was necessary constantly to move astern and then forward to break through towards the Debenham Islands. Only about ten miles forward travel was made during the 24 hours and it was eventually decided to search for a suitable site on one of the Islands in Bourgeois Fjord. This was found on the north-west coast of Horseshoe Island on the 11th March, and unloading commenced immediately and was completed in two and a half days. The husky dogs from Hope Bay were then put ashore and the shore party settled in under canvas.

By this time the sea was beginning to freeze over again and by the 15th March, when the sea ice was six inches thick, it was considered prudent to leave, the shore party then being left for the winter with the task of building the hut themselves ahead of them. The *Norsel* then sailed north again to Anvers Island where the party had made very good progress and the framework of the hut was almost completed. She was joined by the *John Biscoe* and the two vessels remained at the station with their officers and crews rendering assistance to the shore party, until the 23rd March.

The *Norsel* spent the next six weeks in hydrographic survey, first of all working round Anvers and Brabant Island, and then south as far as the Biscoe Island—by that time the northern limit of the pack ice. She then sailed north again calling at the Argentine Islands, Anvers Island, Port Lockroy and Deception Island and also doing some survey work along the Danco Coast.

The vessel was recalled to Stanley on the 1st May as she was required to make a voyage to South Georgia in place of the *John Biscoe* which had suffered damage to her propeller stern post and bearings. She left Stanley on the 4th May with mail for South Georgia and called at Goose Green *en route* to collect mutton carcasses for the whaling stations. The vessel cleared Grytviken on the 10th May, reached St. Helena to take on fresh fruit on the 22nd May and arrived in London on the 16th June. Her voyage had been most successful.

WORK AT BASES DURING 1955

THE Survey maintained eight permanent stations operated with a staff of 57 men during 1955.

The meteorological programme continued as in 1954 but with two night observations transmitted to Stanley with effect from the 1st October. The new base at Horseshoe Island began regular

observations at the beginning of September and a weather log was kept by the new base at Anvers Island. Daily radio sonde ascents were maintained throughout the year at the Argentine Islands.

Port Lockroy were greatly handicapped by a serious staff vacancy, but in spite of this managed to keep the equipment running and in fact missed very few observations.

The buildings at Deception Island are old and a considerable amount of renovation was undertaken by the staff during the year. Preparations were made to accommodate the Aerial Survey Expedition scheduled to operate during the 1955-56 Antarctic summer.

Hope Bay had a very successful year and covered well over 2,000 miles with sledges and dog teams. One journey to Cape Alexander was particularly notable, being undertaken during the winter months and involving a sledging distance of nearly 1,000 miles. Parties also made frequent journeys between Hope Bay and the subsidiary station at View Point. This station was occupied for considerable periods during the year.

The local large-scale topographical survey was completed, the local triangulation scheme extended and parts of James Ross Island re-surveyed. On the main journey the survey of the coastline and off-lying islands between the Seal Nunataks and Cape Alexander was completed, and a possible route to the Plateau found near Evans Inlet. Geological specimens were collected during the various sledge journeys.

Considerable research was undertaken during 1954 and 1955, with interesting results in the field of husky dogs physiology. Detailed experiments were carried out on nutrition and the work output of dogs, and on friction on sledge runners. A full programme of medical research was undertaken during 1955, including measuring the recovery of fingers exposed to a cold wind of known temperature and speed, regular weighing of personnel and measurement of subcutaneous fat layer, oral temperatures and record of sleep of personnel and finger-nail growth.

The main work at the Argentine Islands was the erection of the non-magnetic hut and the radio sonde balloon hut, and the installation of the geophysical equipment. The ozone equipment was in operation by the 1st July and the solar-radiation and geomagnetic equipment from the 1st January 1956.

The building programme at Signy Island occupied personnel for most of the year, although routine radio and meteorological schedules were maintained and regular seal counts and ornithological work continued. The new hut situated in Factory Cove was occupied by the end of April and work on dismantling the old station on Berntsen Point began. After all the fittings and equipment had been moved to the new base, the building was demolished and a large boat shed/store and landing jetty built from the salvaged materials.

A landing was first made at Anvers Island on the 28th February but within four weeks the party had moved from their temporary accommodation under canvas into the new hut. By the end of April

most of the interior fittings and equipment had been installed in the hut and all stores had been unpacked, stacked and stowed away.

The sledging programme started in May, and until July the emphasis was on reconnaissance rather than actual field work, although some geological specimens were collected. Gradually the distances travelled from bases were extended and by the end of the year a large proportion of the Island had been mapped and many rock outcrops visited. The general method of travel was by man-hauling sledges, but small boats also proved useful.

A large-scale plane table mainly for geological purposes was made of the base area and surrounding islets, and the area studied in fair detail. A detailed depth chart was made of the channel between the base and the off-lying islands. A large number of Tern and Skua chicks were ringed during the summer months.

Mount Français, 9,060 ft., the highest peak on the Island, was climbed in early December. Exchange visits were made between personnel of the base and of Port Lockroy during the winter months.

The party left living in tents at Horseshoe Island on the 15th March made steady progress with their building programme and finally moved into their new hut on the 3rd May. Much internal work still remained to complete and also a diesel shed to build, and it was not until October that everything was completed.

In the meantime sledging parties were making reconnaissance, depôt laying and seal hunting journeys, and by December, when the sea ice broke up, eight journeys had been completed. Little geological or survey field work was done, the emphasis being mainly on laying depôts for use by 1956 parties who plan to survey the Loubet Coast.

PART III

Chapter 1: Geography

THE Dependencies include all lands and islands south of 50° of south latitude between the meridians of 20° and 50° west longitude and south of 58° of south latitude between 50° and 80° west longitude. There are two main groups, the one consisting of South Georgia with the South Orkneys and the South Sandwich Islands, and the other of the South Shetlands with Grahamland. They are defined in the Falkland Islands Letters Patent of 21st July, 1908, as amended by the Letters Patent of 28th March 1917.

The island of South Georgia lies about 800 miles to the east of the Falkland Islands, in 54½° south latitude, the South Orkneys and the South Sandwich Islands being 540 miles to the south-west and south-east respectively of South Georgia. The northern point of the South Shetlands is about 500 miles to the south of the Falkland Islands.

South Georgia has an area of about 1,450 square miles, is about 100 miles in length with a maximum breadth of about 20 miles and consists mainly of steep mountains. There is little flat land and the island is almost entirely barren, the main vegetation being grass which grows on the north-eastern side of the island, where the snow melts in the summer. There are no indigenous mammals other than seals, but reindeer were introduced in 1911, and there is now a large wild herd. There are many sea-birds including penguins and albatrosses. The coastline has been quite well charted. Although South Georgia is a little more than a hundred miles farther south than Stanley, the difference in climate is very marked, that of the former approximating closely to conditions in the Antarctic. The mountains are covered by an extensive snow field throughout the year and the glaciers descend on a grand scale to the sea.

The other Dependencies are Antarctic in character, being very mountainous with many glaciers and almost completely snow-covered throughout the year.

Several instances of volcanic activity have been recorded at Deception Island, South Shetlands. The first earthquake of which there is any definite report occurred in 1923, although some of the whalers stated that shocks were felt in 1912. In February 1924 a strong tremor was experienced at Deception Island where the occasion was marked by the collapse of a large rock forming the top of a well-known natural arch named the "Sewing Machine" on account of its shape. In 1925 one of the giant columns in the entrance to the harbour disappeared. Again, in the 1928-29 season several earthquake shocks were felt, the most pronounced being in March 1929 when a large quantity of rock fell, completely changing the formation of the ridge on the east side of the harbour. The water in the harbour of Port Foster frequently became agitated by subterannean heat, and the beaches in places were obscured by steam. Volcanic activity has been observed in the South Sandwich group.

Chapter 2: History

SOUTH Georgia was explored and taken possession of for Great Britain by Captain Cook, who landed there in 1775, the year in which he also discovered the South Sandwich group. The South Orkneys were discovered by Captain G. Powell on the British ship *Dove*, who landed on Coronation Island on the 7th December 1821 and took possession of the group in the name of King George IV. The South Shetlands were discovered by Captain W. Smith, who landed and took possession in 1819, and they were examined by Edward Bransfield, Master, R.N., in 1829. Captain Bransfield also discovered Grahamland, in 1820, and John Biscoe explored its west coast in 1832 when he took possession for Great Britain. Profitable sealing voyages to South Georgia were made prior to 1793 and British whalers were reported there in 1819.

Fur-sealing in the Dependencies achieved such proportions in the early part of the nineteenth century that voyages were made to them in the two seasons 1820–21 and 1821–22 by no less than 91 ships. So reckless was the slaughter that the fur-seal was practically exterminated. James Weddell stated that by 1822–24 these animals were almost extinct.

A meteorological station on Laurie Island in the South Orkneys was established in 1903 by the Scottish expedition under Dr. W. S. Bruce and, with the assent of the Government, was transferred by him in 1904 to the Argentine Government, by whom it is maintained by permission of the British authorities.

Later history is mainly concerned with the whaling industry. From 1906 to the present day, whaling has been carried on in South Georgia by companies which are the lessees of the Administration.

In the South Shetlands the whaling lasted from 1906 to 1931. There was one leasehold land station at Deception Island, and floating factories operated in various well-known anchorages under licences from the Administration, but the pelagic development resulted in a rapid withdrawal of the fleet towards the end of the nineteen-twenties and to complete abandonment of the field.

There was also a leasehold land station at Signy Island, South Orkneys, which operated from 1920–1923. The station, however, was not a success and in 1923 the company was granted permission to operate under licence with a floating factory and catchers. Operations were continued on this base up to and including the season of 1930–31.

Whaling activities at South Georgia were reduced to one station in 1932–33 as a result of the depression in the oil market. Two companies operated from 1933–34 to 1939–40 and also in 1941–42. Owing to the war one station only was worked in each of the seasons 1940–41, 1942–43, 1943–44 and 1944–45. Three companies began operating in the season 1945–46 and have continued to do so each year since that date.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer, who is also Magistrate, and an official staff are maintained in South Georgia, and control over whaling operations in the Dependencies is carried out by representatives of the Government who accompany the expeditions as required.

There is no local government in South Georgia; in fact there are no communities other than the whaling stations which are run by the managers on behalf of the several companies owning them.

At each of the Falkland Islands Dependencies Survey bases there is a magistrate who is one of the members of the survey party.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

BAGSHAW, T. W. *Two Men in the Antarctic*, Cambridge University Press, 1939.

BELLINGSHAUSEN, THADDEUS. *The Voyage of Captain Bellingshausen to the Antarctic Seas 1819–1821*. Edited by Frank Debenham, London. Hakluyt Society, 1945.

BENNETT, A. G. *Whaling in the Antarctic*, London, Blackwood, 1931.

BERNACCHI, L. C. *Saga of the "Discovery"*, London, Blackie, 1938.

BRITISH GRAHAMLAND EXPEDITION, 1934–37. *Scientific Reports*. London, British Museum, 1940–41.

BROWN, R. W. R. *A Naturalist at the Poles*. London, Seeley, Service, 1923.

CHARCOT, J. B. *The Voyage of the "Why Not?" in the Antarctic. A Journal of the Second French South Polar Expedition, 1908–10*. London, Hodder and Stoughton, 1911.

CHRISTIE, E. W. HUNTER. *The Antarctic Problem*. London, Allen and Unwin, 1951.

COOK, F. A. *Through the First Antarctic Night*. London, Heinemann, 1900.

DAUTERT, ERICH. *Big Game in Antarctica*. London, Arrowsmith, 1935.

DISCOVERY COMMITTEE. *The Discovery Reports*, Vols. I-XXIV. Cambridge University Press. 1929-47.

FALKLAND ISLANDS DEPENDENCIES SURVEY. *Scientific Reports*. Her Majesty's Stationery Office, 1953-54. (Prices in brackets include postage.)

No. 1. *Organisation and Methods*. By V. E. FUCHS. A brief general statement of the area and the bases from which studies have been made. 4s. 6d. (4s. 9d.).

No. 2. *A New Method of Age Determination in Mammals with Special Reference to the Elephant Seal*. By R. M. LAWS. 3s. (3s. 2d.).

No. 3. *The Upper Cretaceous Cephalopod Fauna of Grahamland*. By L. F. SPATH. £1 10s. 0d. (£1 10s. 9d.).

No. 4. *Lower Cretaceous Gastropoda Lamellibranchia and Annelida from Alexander I Land*. By L. R. COX. 5s. 6d. (5s. 8d.).

No. 5. *Fossil Penguins from the Mid-Tertiary of Seymour Island*. By B. J. MARPLES. 5s. 6d. (5s. 8d.).

No. 6. *Emperor Penguin (I) Breeding Behaviour and Development*. By B. STONEHOUSE. 10s. 6d. (10s. 11d.).

No. 7. *The Geology of South Georgia (1)* By A. F. TRENDALL. 8s. 6d. (8s. 9d.).

No. 8. *The Elephant Seal. (I) Growth and Age*. By R. M. LAWS. £1 (£1 0s. 7d.).

No. 9. *New Evidence of Sea-Level Changes in the Falkland Islands*. By R. J. ADIE, October 1st, 1952. 4s. (4s. 2d.).

No. 10. *Emperor Penguin (II) Embryology*. By T. W. GLENISTER. 17s. (17s. 5d.).

DE GERLACHE. *Quinze Mois dans l'Antarctique*. Brussels, 1902.

HAYES, J. G. *Antarctica: A Treatise on the Southern Continent*. London, Richards Press, 1928.

HAYES, J. G. *The Conquest of the South Pole*. London, Thorton Butterworth, 1932.

JAMES, DAVID. *That Frozen Land*. London, Falcon Press, 1949.

MATHEWS, L. HARRISON. *South Georgia: The British Empire's Subantarctic Outpost*. London, Simpkin Marshall, 1931.

MURPHY, ROBERT CUSHMAN. *Oceanic Birds of South America*. London, MacMillan, 1936.

MURPHY, ROBERT CUSHMAN. *Log-book for Grace*. London, Hale, 1948.

NORDENSKJOLD, N. O. G., AND ANDERSON, J. G. *Antarctica*. London, Hurst and Blackett, 1905.

OMMANNY, F. D. *South Latitudes*. London, Longmans Green, 1938.

- OWEN, RUSSEL. *The Antarctic Ocean*. London, Museum Press, 1948.
- PEASE, FRANCIS K. *To the Ends of the Earth*. London, Hurst and Blackett, 1935.
- PIRIE, J. H. HARVEY, MOSSMAN, L. C. AND BROWN, R. W. R. *The Voyage of the Scotia. The Story of the Scottish Antarctic Expedition*. Edinburgh, Blackwood, 1906.
- RANKIN, NIALL. *Antarctic Isle*. London, Collins, 1951.
- RYMILL, JOHN. *Southern Lights. Official Account of the British Grahamland Expedition*. London, Chatto and Windus, 1938.
- SAUNDERS, A. *A Camera in Antarctica*. Winchester Publications, 1950.
- SHACKLETON, SIR ERNEST. *South: The Story of Shackleton's Last Expedition, 1914-17*. London, Heinemann, 1919.
- VILLIERS, A. J. *Whaling in the Frozen South*. New York, Bobbs-Merrell, 1925.
- WEDDELL, JAMES. *A Voyage Towards the South Pole Performed in the Years 1822-24. Containing an Examination of the Antarctic to the Seventy-Fourth Degree of Latitude*. London, 1825.
- WILD, FRANK. *Shackleton's Last Voyage*. London, Cassel. 1923.

